SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

129

To Take Effect Sunday, February 2, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville		Time Table No. 129 February 2, 1936	Distance from Roseburg	FIRST CLASS		SECOND CLASS
	624	330	8					329	7	623
	Freight	Oregonian	Shasta					Oregonian	Shasta	Freight
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
YardBKWOTP	9.30 AM	**7.30 PM**	8.25 AM	429.1	A. B. S.	TO-R ASHLAND 5.5	143.5	s 9.15 AM	s **7.30 PM**	9.30 PM
70 P	9.43	s 7.40	8.34	434.6		TALENT 2.4	138.0	s 9.02	7.19	9.15
23	9.49	f 7.45		437.0		PHOENIX 1.4	135.6	f 8.54	7.14	9.05
				438.4		GAS WORKS 0.4	134.2			
				438.8		VOORHIES 1.9	133.8			
100	10.05	7.53	**8.45**	440.7		KANE 1.1	131.9	**8.45**	7.05	8.55
136 Yard KWP	11.00	s 8.05	s 8.51	441.8		TO MEDFORD 3.9	130.8	s 8.25	s 7.00	8.50
70 P	11.10	s 8.15	9.00	445.7		CENTRAL POINT 2.0	126.9	s 8.05	6.41	8.35
				447.7		SEVEN OAKS 2.5	124.9			
(Spur 25) P	11.25	**8.22**	9.08	450.2		TOLO 7.0	122.4	7.56	6.34	**8.22**
46 Yard WP	11.45 AM	s 8.35	f 9.20	457.2		TO GOLD HILL 7.7	115.4	s 7.44	f 6.22	8.05
68 P	12.05 PM	f 8.45	f 9.30	464.9		ROGUE RIVER 9.0	107.7	s 7.29	6.12	7.40
70Yd.BKWTP	12.30	s 9.03	s 9.46	473.9		TO-R GRANTS PASS 4.3	98.7	s 7.14	s 6.00	7.00
(Spur 70) P	12.45	9.12		478.2		DIMMICK 4.3	94.4	6.50	5.44	6.40
40 P	12.57	f 9.21	10.03	482.5		MERLIN 4.9	90.1	s 6.41	5.35	6.25
90 P	1.09	f 9.30	10.11	487.4		HUGO 6.7	85.2	s 6.32	5.27	6.10
70 P	1.35	f 9.44	10.24	494.1		LELAND 4.5	78.5	s 6.18	5.14	5.50
(Spur 65) P	1.50	9.54	10.34	498.6		POLLARD 3.4	74.0	6.07	5.04	5.35
92 P	2.09	f 10.01	10.40	502.0		WOLF CREEK 5.9	70.6	s 6.00	4.58	5.24
72 Yd KWOTP	2.35	s 10.18	s 10.55	507.9		TO GLENDALE 4.1	64.7	s 5.46	s 4.46	5.05
76 P	2.50	10.25	11.03	512.0		REUBEN 4.5	60.6	5.34	4.36	4.49
(Spur 63) P	3.10	f 10.36	11.15	516.5		BRANDT 5.2	56.1	f 5.23	4.25	4.35
80 TP	3.30	f 10.48	f 11.27	521.7		WEST FORK 3.9	50.9	s 5.12	f 4.14	4.20
(Spur 40) P	**4.04**	10.57		525.6		COW CREEK 5.8	47.0	5.02	**4.04**	**4.04**
47 P	4.23	f 11.11	11.50	531.4		PECK 4.1	41.2	f 4.48	3.50	3.10
67 P	4.40	f 11.20	11.59 AM	535.5		BYERS 4.8	37.1	f 4.38	3.41	2.50
(Spur 33) P	5.05	11.30	12.09 PM	540.3		CORNUTT 3.9	32.3	4.28	3.31	2.35
67 P	5.20	s 11.36	f 12.14	544.2		RIDDLE 5.1	28.4	s 4.22	f 3.26	2.25
67 P	5.40	11.43	12.23	549.3		WEAVER 1.1	23.3	4.12	3.17	2.05
22 WP	5.45	s 11.46	f 12.25	550.4		TO MYRTLE CREEK 4.5	22.2	s 4.10	f 3.15	1.58
97 P	6.05	11.55 PM	12.34	554.9		DOLE 2.8	17.7	f 3.59	3.06	1.46
				557.7		ROUND PRAIRIE 4.3	14.9			
64 P	6.25	f 12.06 AM	12.45	562.0		DILLARD 4.3	10.6	s 3.47	2.55	1.20
(Spur 19) P				566.3		CARNES 1.4	6.3			
45 P	6.40	12.16	**12.55**	567.7		GREEN 4.9	4.9	3.35	2.45	**12.55**
YardBKWOTP	6.55 PM	s 12.26 AM	s 1.05 PM	572.6		TO-R ROSEBURG	0.0	3.25 AM	2.35 PM	12.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily
	(9.25) 15.24	(4.56) 29.12	(4.40) 30 75			...............Time over District............... ....Average Speed per Hour..........		(5.50) 24.60	(4.55) 29.18	(8 50) 16.24

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—M. P. 536-2

Additional Stations
- Rosenberg Bros. M. P. 439.6—4 cars (spur)
- Rock Point........M. P. 459.4—4 cars
- J. O. Lystul.......M. P. 509.7—9 cars (Spur)

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville		Time Table No. 129 February 2, 1936	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS
	624	330	8					329	7	623
	Freight	Oregonian	Shasta					Oregonian	Shasta	Freight
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
YardBKWOTP	5.20 AM	12.38 AM	1.08 PM	572.6	A. B. S.	TO-R ROSEBURG 5.2	71.7	s 3.03 AM	s 2.30 PM	10.40 AM
67 P	5.35	12.49	1.19	577.8		WINCHESTER 3.6	66.5	f 2.52	2.19	10.15
67 P	5.45	f 12.56	1.25	581.4		WILBUR 2.5	62.9	f 2.44	2.13	9.55
				583.9		DEADY 2.5	60.4			
58 P	6.00	f 1.04	f 1.32	586.4		SUTHERLIN 2.7	57.9	f 2.36	2.05	9.40
63 WP	6.14	f 1.10	f 1.37	589.1		TO OAKLAND 6.3	55.2	f 2.30	f 1.59	9.30
43 P	6.30	f 1.22	**1.47**	595.4		ISADORA 2.1	48.9	f 2.18	**1.47**	9.10
65 P	6.40	1.27	1.54	597.5		RICE HILL 6.2	46.8	2.13	1.36	9.00
74 P	7.05	f 1.41	f 2.07	603.7		TO YONCALLA 5.3	40.6	f 2.00	f 1.22	8.40
78 Yard WP	7.25	f **1.50**	f 2.16	609.0		TO DRAIN 1.2	35.3	s **1.50**	f 1.12	8.25
				610.2		KREWSON 1.5	34.1			
36	**8.00**	f 1.57	2.20	611.7		LEONA 1.5	32.6	f 1.38	1.05	**8.00**
66 P	8.10	2.01	2.23	613.2		SAFLEY 2.0	31.1	1.34	1.02	7.50
	8.20	f 2.04		615.2		ANLAUF 0.9	29.1	f 1.31		7.40
18		f 2.06		616.1		CURTIN 1.8	28.2	f 1.29		
46 P	8.35	f 2.09	2.29	617.9		COMSTOCK 4.0	26.4	f 1.25	12.55	7.25
91 YP	8.50	f 2.20	2.40	621.9		DIVIDE 1.0	22.4	f 1.15	12.45	7.05
				622.9		VEATCH 1.4	21.4			
9				624.3		MONETT 0.7	20.0			
38	9.05	f 2.26	2.45	625.0		LATHAM 1.5	19.3	f 1.10	12.40	6.55
52 Yard WP	9.30	s 2.38	s 2.50	626.5		TO COTTAGE GROVE 2.6	17.8	s 1.06	s 12.37	6.51
		f		629.1		SAGINAW 1.5	15.2	f		
70 P	9.45	f 2.47	2.59	630.6		WALKER 4.9	13.7	f 12.51	12.26	6.40
68 P	10.00	f 2.56	f 3.05	635.5		CRESWELL 5.4	8.8	f 12.43	12.19	6.29
71 P	10.15	f 3.05	3.12	640.9		GOSHEN 3.4	3.4	f 12.32	12.11	6.14
YP	10.30 AM	3.15 AM	3.20 PM	644.3		R SPRINGFIELD JCT.	0.0	12.24 AM	12.04 PM	6.04 AM
	Arrive Daily	Arrive Daily	Arrive Daily			(71.7)		Leave Daily	Leave Daily	Leave Daily
	(5.10) 13.88	(2.37) 27.40	(2.12) 32.59			...............Time over District............... ....Average Speed per Hour..........		(2.37) 27.40	(2.26) 28.78	(4.36) 15.59

Eastward inferior trains may run ahead of delayed first class trains Springfield Junction to Eugene Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Sutherlin	Receive or discharge Tuesday only	Any Station	Any Station
329	Dad's Creek M. P. 529.5	Receive or discharge	Any Station	Any Station

BROOKLYN SUBDIVISION

Time Table No. 129

February 2, 1936

Capacity of Sidings in Car Lengths	624	662	20	8	18	16	330	Distance from San Francisco via Marysville and Klamath Falls		STATIONS		Distance from Eugene Yard	17	15	7	19	329	661	623
	EASTWARD												WESTWARD						
	SECOND CLASS		FIRST CLASS										FIRST CLASS					SECOND CLASS	
	Freight	Freight	Klamath	Shasta	Cascade	West Coast	Oregonian						Cascade	West Coast	Shasta	Klamath	Oregonian	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yd. YBKWOP		3.00 AM	1.40 PM		8.55 AM	12.10 AM		528.6		TO-R CRESCENT LAKE	3.5	96.9	4.45 AM	s 5.25 AM		s 4.10 PM		6.20 AM	
100 P		3.14	1.45		9.00	12.15		532.1		ODELL LAKE	4.6	93.4	4.37	5.17		f 4.02		6.10	
155 Yd.WYP		3.22	f 1.53		9.07	f 12.23		536.7		TO CASCADE SUMMIT	4.1	88.8	4.30	5.10		f 3.55		6.00	
77 P		3.38	2.02		9.16	12.32		540.8		ABERNETHY	5.2	84.7	4.08	4.46		3.37		5.43	
106 WP		**3.54**	2.13		9.28	12.44		546.0		TO CRUZATTE	5.3	79.5	**3.54**	4.32		3.23		5.10	
76 P		**4.20**	2.25		9.40	12.55		551.3		FRAZIER	3.5	74.2	3.42	**4.20**		3.11		4.45	
106 YP		**4.32**	2.34		9.50	1.04		554.8		FIELDS	5.6	70.7	3.32	4.09		3.01		**4.32**	
81 WP		4.50	**2.47**		10.03	1.17		560.4		TO WICOPEE	3.8	65.1	3.19	**3.55**		**2.47**		**3.55**	
106 P		5.05	f 2.55		10.11	1.25		564.2		HEATHER	5.1	61.3	3.08	3.44		f 2.28		3.32	
108 WP		5.20	3.06		10.22	f 1.36		569.3		McCREDIE SPRINGS	6.0	56.2	2.57	3.32		f 2.13		3.05	
78 P		5.35	3.19		10.35	1.48		575.3		PRYOR	5.2	50.2	**2.44**	3.18		1.55		**2.44**	
YardBKWOYP		6.00	s 3.34		10.48	s **2.01**		580.5		TO-R OAKRIDGE	2.2	45.0	2.32	f 3.05		s 1.40		**2.01**	
P		6.05				f 2.05		582.7		TO WESTFIR	0.8	42.8		2.57		f 1.30		1.57	
67 P		6.07	3.38		10.52	2.06		583.5		HEMLOCK	2.1	42.0	2.23	2.56		1.27		1.55	
60 P		6.11	3.41		10.55	**2.20**		585.6		LOOKOUT	5.3	39.9	**2.20**	2.53		1.22		1.51	
81 P		6.21	3.48		11.02	2.30		590.9	A. B. S.	LAWLER	1.2	34.6	2.13	2.46		1.14		1.42	
(Spur 10) P								592.1		ARMET	3.8	33.4				f 1.12		1.40	
61 P		6.30	3.55		11.09	**2.38**		595.9		RESERVE	4.9	29.6	2.05	**2.38**		1.06		1.33	
81 WP		6.40	4.02		11.16	2.48		600.8		CARTER	2.5	24.7	1.58	2.30		12.58		1.24	
P		6.45	4.06			f 2.54		603.3		TO LOWELL	2.1	22.2				f 12.54		1.20	
104 P		6.50	f 4.10		11.23	3.00		605.4		PENGRA	3.0	20.1	1.51	2.23		f 12.50		1.16	
		6.56						608.4		FALL CREEK	1.7	17.1				f 12.45		1.10	
60 P		7.00	4.17		11.30	3.08		610.1		HILLS	1.8	15.4	1.44	2.16		12.42		1.07	
P		7.05	4.20					611.9		JASPER	2.2	13.6				f 12.39		1.04	
81 P		7.09	4.23		11.36	3.14		614.1		NATRON	3.9	11.4	1.39	2.10		12.36		1.00	
P		7.16	4.28		11.41	3.20		618.0		MOHAWK JCT.	1.4	7.5	1.34	2.04		12.30		12.53	
Yard WYP		7.20	4.30		11.43	f 3.22		619.4		TO-R SPRINGFIELD	1.2	6.1	1.32	2.02		s 12.28		12.50	
YP	10.30 AM	7.23	4.33	3.20 PM	11.46	3.25	3.15 AM	620.6		R SPRINGFIELD JCT.	3.0	4.9	1.29	1.59	12.04 PM	12.24	12.24 AM	12.47	6.04 AM
Yard BKWP			s 4.42 4.52	s 3.30 3.40	s **11.55 AM** **12.10 PM**	s **3.35** **3.45**	s **3.25** **4.00**	623.6		TO-R EUGENE	1.9	1.9	1.20 s 1.10	1.50 s 1.40	**11.55 AM** s 11.45	**12.15** s **12.01 PM**	12.15 AM s 11.55 PM		
Yd.BKWOTYP	10.50 AM	7.40 AM	4.59 PM	3.47 PM	12.17 PM	3.52 AM	4.07 AM	625.5		TO-R EUGENE YARD		0.0	1.03 AM	1.33 AM	11.38 AM	11.54 AM	11.48 PM	12.30 AM	5.45 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(96.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.20) 14.70	(4.40) 20.86	(3.19) 29.43	(0.27) 10.88	(3.22) 28.71	(3.42) 26.18	(1.02) 4.74			............Time over District............ ....Average Speed per Hour..........			(3.42) 26.18	(3.52) 25.14	(0.26) 11.80	(4.16) 22.72	(0.36) 8.16	(5.50) 16.61	(0.19) 15.47

Rule S-72—Exceptions: No. 330 is superior to Nos. 15 and 17.

No. 20 is superior to No. 7.

No. 8 is superior to No. 19.

Nos. 16 and 18 are superior to No. 329.

No. 17 reduce speed to 10 miles per hour at Westfir, and Crescent Lake daily, and No. 18 at Springfield daily except Sundays and Holidays, to exchange mail.

Eastward inferior trains may run ahead of delayed first-class trains Springfield Junction to Eugene Yard.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
19	Signal M.P. 598.2	Receive or discharge	Any Station	Any Station
19	Salt Creek Falls M.P. 543	Receive or discharge	Any Station	Any Station
20	McCredie Springs West Fir Lowell Springfield	Receive or discharge	Eugene	Gerber or points west
16	Any Station	Discharge		Klamath Falls or points west

Time Table No. 129

February 2, 1936

Wendling Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS		Distance from Mohawk Jct.
EASTWARD				WESTWARD
Yd. KYP	662.3	TO-R WENDLING	2.6	15.7
(Spur) P	659.7	HYLAND	1.1	13.1
45 WP	658.6	TO MARCOLA	3.6	12.0
	655.0	DONNA	3.5	8.4
33	651.5	YARNELL	2.2	4.9
	649.3	HENDRICKS	2.7	2.7
P	646.6	MOHAWK JCT.		0.0
		(15.7)		
		............Time over District............ ....Average Speed per Hour..........		

EASTWARD

BROOKLYN SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 129 February 2, 1936
	666	686	682	664	678	20	8	18	330	16		
	Freight	Local Freight	Local Freight	Freight	Local Freight	Klamath	Shasta	Cascade	Oregonian	West Coast		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
YdBKWOYPT	6.00PM			9.50AM	6.00AM	4.59PM	3.47PM	12.17PM	4.07AM	3.52AM	649.2	TO-R EUGENE YARD 3.8
67 P	6.06			9.57	6.07	5.03	3.51	12.21	4.11	3.56	653.0	IRVING 6.9
68 P	6.17			10.08	6.20	5.10	3.58	12.28	4.18	4.03	659.9	SWAIN 0.7
25 WP	6.20			10.10	6.22	5.12	f 4.00	12.30	f 4.22	4.05	660.6	TO JUNCTION CITY 4.5
87 P	6.30			10.19	6.32	5.19	4.07	12.37	f 4.30	4.13	665.1	HARRISBURG 5.6
67 P	6.46			10.25	6.42	5.25	4.13	12.43	4.36	4.19	670.7	FOLK 3.1
98 P	7.00			10.31	6.48	5.31	f 4.18	12.47	f 4.41	4.23	673.8	TO HALSEY 5.2
106 WP	7.09			10.41	7.00	5.37	4.24	12.53	f 4.48	4.29	679.0	SHEDD 5.6
106 P	7.20			**10.51**	7.10	5.43	f 4.30	**12.59**	f 4.55	4.35	684.6	TANGENT 5.3
P	7.30			**11.06**	7.20	5.48	4.36	1.04	5.01	4.40	689.9	PAGE 1.0
YdBKWOYPT	7.40			11.15	7.35	s 5.52	s 4.43	s 1.10	s 5.15	s 4.49	690.9	TO-R ALBANY 4.5
100 P	8.00			11.27	7.45	6.02	4.53	1.20	5.25	4.59	695.4	MILLERSBURG 4.1
104 P	8.15			11.35	7.55	6.08	4.58	1.26	f 5.31	5.04	699.5	TO JEFFERSON 4.7
68 WP	**8.35**			**11.45**	8.10	6.14	5.04	1.32	f 5.37	5.09	704.2	TO MARION 6.5
108 P	8.55			11.55AM	8.25	6.21	5.11	1.39	f 5.45	5.16	710.7	TURNER 6.7
67 P	9.10			12.10PM	8.40	6.28	5.18	1.46	5.53	5.24	717.4	PRINGLE 0.8
YardBKWOYP	9.15			12.15	8.55	s 6.34	s 5.25	s 1.52	s 6.00	s 5.32	718.2	TO-R SALEM 0.6
P	9.18			12.20	9.00	6.36	5.27	1.54	6.02	5.34	718.8	LEMROCK 1.5
67 P	**9.23**			12.25	9.05	6.41	5.32	1.59	6.07	5.39	720.3	FAIR GROUNDS 1.9
88 P	9.35			12.30	9.15	6.44	5.35	2.02	6.10	5.42	722.2	LABISH 1.1
26 P	9.40			12.35	9.32	6.46	f 5.37	2.03	f 6.12	5.44	723.3	CHEMAWA 3.6
105 P	9.50			12.41	**9.41**	6.50	5.41	2.07	f 6.17	5.49	726.9	TO BROOKS 5.2
67 P	10.00			12.50	**9.59**	6.56	f 5.47	2.13	f 6.23	5.55	732.1	TO GERVAIS 2.4
70 P	10.05			1.03	10.10	6.59	5.51	2.16	6.27	5.59	734.5	POPLAR 0.7
Yard WYP	10.10			1.10	10.20	s **7.03**	s 5.55	2.17	s 6.32	6.04	735.2	TO WOODBURN 3.6
46 P	10.20			1.20	10.30	7.08	6.01	2.22	f 6.37	6.09	738.8	HUBBARD 2.8
68 P	10.29			1.30	10.40	7.12	6.05	2.26	6.41	6.13	741.6	HITO 1.6
11 P	10.33			1.35	10.45	7.15	6.08	2.29	6.44	6.16	743.2	AURORA 2.0
35 P	10.37			1.40	11.00	7.18	6.11	2.32	6.47	6.19	745.2	BARLOW 1.6
36 Yard WP	**10.46**			1.45	11.10	7.20	s 6.15	2.34	s 6.50	6.21	746.8	TO CANBY 0.6
75 YP	**11.11** **11.18**			1.50	11.15	7.21	6.16	2.35	6.51	6.22	747.4	FLANDER 2.7
(Spur 17)P	11.25			2.00	11.30	7.26	6.21	2.40	6.56	6.27	750.1	NEW ERA 0.7
67 P	11.30			2.05	11.35	7.28	**6.23**	2.42	6.58	6.29	750.8	COALCA 2.1
P	11.37			2.15	11.45AM	7.33	6.29	2.47	7.03	6.34	752.9	PULP 2.6
118 WP	11.42			2.25	12.01PM	7.37	s 6.38	2.51	s 7.10	s 6.38	755.5	TO OREGON CITY 0.6
PI											756.1	W. V. R. CROSSING 1.2
						7.41	6.42	2.56	7.16	6.44	757.3	PARK PLACE 2.7
65 P	11.52			2.37	12.30	**7.47**	f 6.48	3.02	f 7.23	6.50	760.0	CLACKAMAS 4.1
76 P	11.59PM			2.45	12.45	7.56	6.55	3.07	**7.29**	6.56	764.1	EAST MILWAUKIE 1.1
P	12.05AM	7.20PM	3.40PM	2.50	12.55	7.59	6.58	3.09	7.31	7.01	765.2	WILLSBURG JCT. 0.8
	12.07	7.22	3.42	2.52	12.57	8.01	6.59	3.10	7.33	7.03	766.0	REED 0.9
Yd.BKWOTP	12.10AM	7.25PM	3.45PM	2.55PM	1.00PM	8.03	7.00	3.11	7.35	7.05	766.9	TO-R BROOKLYN 2.3
IP						8.15	7.11	3.22	7.46	7.16	769.2	CLAY STREET 0.5
						s 8.20	s 7.15	3.25	s 7.50	s 7.20	769.7	EAST MORRISON ST. 1.3
BKIP						s 8.30PM	s 7.25PM	s 3.35PM	s 8.00AM	s 7.30AM	771.0	TO-R PORTLAND
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)
	(6.10) 16.38	(0.05) 20.40	(0.05) 20.40	(5.05) 23.15	(7.00) 16.81	(3.31) 34.14	(3.48) 32.05	(3.18) 36.90	(3.53) 31.36	(3.38) 25.13		..............Time over District ....Average Speed per Hour

A. B. S. (Eugene Yard to Brooklyn)

Double Track (Clay Street to Portland)

Nos. 18 and 20 reduce speed to 10 miles per hour at Oregon City to exchange mail.

No. 8 stop on flag at Brooks for Express.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20	Any Station	Discharge		West of Eugene
8	Any Station	Discharge		West of Eugene
8	Marion	Receive Fridays.		
16	Any Station	Discharge		West of Klamath Falls

SEE page 7 for Tallman Branch trains using siding between Page and Albany and page 11 for Falls City Branch trains between Salem and Lemrock. Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

Additional Stations
- Hawley Pulp and Paper Co....M. P. 752.2—27 cars
- Haskell........................M. P. 761.0—7 cars

BROOKLYN SUBDIVISION

WESTWARD

Time Table No. 129 February 2, 1936	Distance from Portland	FIRST CLASS					SECOND CLASS				
		7	**19**	**329**	**17**	**15**	**677**	**663**	**665**	**685**	**681**
		Shasta	Klamath	Oregonian	Cascade	West Coast	Local Freight	Freight	Freight	Local Freight	Local Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily Ex. Saturday
TO-R EUGENE YARD 3.8	121.8	11.38AM	11.54AM	11.48PM	1.03AM	1.33AM	2.15PM	10.30PM	2.50AM		
IRVING 6.9	118.0	11.33	11.50	f 11.44	12.59	1.29	2.08	10.21	2.38		
SWAIN 0.7	111.1	11.26	11.43	11.35	12.52	1.22	1.55	10.10	2.23		
TO JUNCTION CITY 4.5	110.4	f 11.24	11.41	s 11.32	12.50	1.20	1.50	10.05	2.20		
HARRISBURG 5.6	105.9	f 11.16	11.33	s 11.22	12.42	1.12	1.40	9.55	2.10		
FOLK 3.1	100.3	11.09	11.27	11.13	12.36	1.05	1.30	9.46	2.01		
TO HALSEY 5.2	97.2	f 11.04	11.23	s 11.09	12.32	1.01	1.18	9.40	1.55		
SHEDD 5.6	92.0	10.57	11.17	s 10.59	12.26	12.54	1.09	9.30	1.45		
TANGENT 5.3	86.4	**10.51**	11.11	s 10.49	12.20	12.48	**12.59**	9.20	1.35		
PAGE 1.0	81.1	10.45	**11.06**	10.40	12.15	12.42	12.35	9.10	1.25		
TO-R ALBANY 4.5	80.1	s 10.40	s 11.02	s 10.36	s 12.10AM	s 12.38	12.30	9.05	1.20		
MILLERSBURG 4.1	75.6	10.28	10.52	10.17	11.58PM	12.27	12.15	8.50	1.07		
TO JEFFERSON 4.7	71.5	f 10.23	10.47	s 10.11	11.53	12.22	12.01PM	8.43	12.57		
TO MARION 6.5	66.8	10.17	10.41	s 10.03	11.47	12.16	**11.45AM**	**8.35**	12.47		
TURNER 6.7	60.3	f 10.10	10.33	s 9.52	11.40	12.09	11.20	8.20	12.37		
PRINGLE 0.8	53.6	10.01	10.26	9.40	11.32	12.01AM	10.55	8.05	12.25		
TO-R SALEM 0.6	52.8	s 9.58	s 10.23	s 9.37	s 11.29	s 11.58PM	10.45	7.55	12.21		
LEMROCK 1.5	52.2	9.54	10.18	9.28	11.26	11.55	10.35	7.44	12.18		
FAIR GROUNDS 1.9	50.7	9.49	10.13	**9.23**	11.21	11.50	10.30	7.39	12.13		
LABISH 1.1	48.8	9.46	10.10	9.17	11.18	11.47	10.20	7.35	12.09		
CHEMAWA 3.6	47.7	f 9.45	10.09	s 9.15	11.16	11.45	10.18	7.27	12.07		
TO BROOKS 5.2	44.1	f **9.41**	10.05	s 9.09	11.12	11.41	10.12	7.21	12.01AM		
TO GERVAIS 2.4	38.9	9.35	**9.59**	s 9.00	11.06	11.35	**9.59**	7.12	11.52PM		
POPLAR 0.7	36.5	9.31	9.55	8.54	11.03	11.31	9.40	7.08	11.47		
TO WOODBURN 3.6	35.8	s **9.29**	s 9.54	s 8.52	11.02	11.29	**9.29**	**7.03**	11.45		
HUBBARD 2.8	32.2	f 9.24	9.49	s 8.38	10.57	11.24	9.00	6.52	11.35		
HITO 1.6	29.4	9.20	9.45	8.34	10.54	11.20	8.50	6.47	11.30		
AURORA 2.0	27.8	9.17	9.42	s 8.31	10.51	11.17	8.45	6.43	11.26		
BARLOW 1.6	25.8	9.14	9.39	f 8.25	10.48	11.14	8.40	6.39	11.22		
TO CANBY 0.6	24.2	f 9.12	9.37	s 8.23	**10.46**	11.12	8.35	6.36	11.19		
FLANDER 2.7	23.6	9.11	9.36	8.20	10.45	**11.11**	8.30	6.35	**11.18**		
NEW ERA 0.7	20.9	9.06	9.31	8.15	10.40	11.06	8.17	6.28	11.11		
COALCA 2.1	20.2	9.04	9.29	8.13	10.38	**11.04**	8.15	**6.23**	**11.04**		
PULP 2.6	18.1	8.59	9.24	8.05	10.33	10.59	8.05	6.17	10.53		
TO OREGON CITY 0.6	15.5	s 8.55	9.20	s 8.00	10.29	10.55	7.55	6.11	10.46		
W. V. R. CROSSING 1.2	14.9										
PARK PLACE 2.7	13.7	8.50	9.15	f 7.53	10.25	10.50					
CLACKAMAS 4.1	11.0	f 8.44	9.09	s **7.47**	10.19	10.44	7.40	5.58	10.33		
EAST MILWAUKIE 1.1	6.9	8.39	9.04	s 7.39	10.14	10.39	**7.29**	5.51	10.26		
WILLSBURG JCT. 0.8	5.8	8.37	9.02	7.37	10.12	10.37	7.20	5.49	10.24	11.35PM	11.50PM
REED 0.9	5.0	8.36	9.01	7.36	10.11	10.36	7.17	5.47	10.22	11.32	11.47
TO-R BROOKLYN 2.3	4.1	8.35	9.00	7.35	10.10	10.35	7.15AM	5.45PM	10.20PM	11.30PM	11.45PM
CLAY STREET 0.5	1.8	8.25	8.50	7.25	10.00	10.25					
EAST MORRISON ST. 1.3	1.3	s 8.22	s 8.47	s 7.22	f 9.57	s 10.22					
TO-R PORTLAND	0.0	8.15AM	8.40AM	7.15PM	9.50PM	10.15PM					
(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Saturday
Time over District		(3.23)	(3.18)	(4.33)	(3.13)	(3.18)	(7.00)	(4.45)	(4.30)	(0.05)	(0.05)
Average Speed per Hour		36.00	36.90	26.76	37.86	36.90	16.81	24.78	26.15	20.40	20.40

A. B. S. (Eugene Yard to Brooklyn)

Double Track (Clay Street to Portland)

See page 7 for Tallman Branch trains using siding between Albany and Page, and page 11 for Falls City Branch trains between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

ADDITIONAL STATIONS:
Hawley Pulp and Paper Co. ...... M. P. 752.2—27 cars
Haskell .... M. P. 761.0— 7 cars

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Any Station	Receive	Eugene	
329	Any Station	Receive	Eugene	
15	Any Station	Receive	Klamath Falls or beyond for points where train is scheduled to stop.	

MARSHFIELD SUBDIVISION

EASTWARD	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS WESTWARD
Capacity of sidings in car lengths	752 Local Freight Leave Daily Ex. Sunday	334 Coos Bay Leave Daily	Distance from San Francisco		Time Table No. 129 February 2, 1936 Coos Bay Branch STATIONS	Distance from Powers	333 Coos Bay Arrive Daily	751 Local Freight Arrive Daily Ex. Sunday
Yard BKWP		12.30AM	647.3	TO-R	EUGENE 1.0	166.2	s 12.01AM	
Yard BKWOYTP	6.30AM		648.3	TO-R	EUGENE YARD 1.0	165.2		11.45AM
			649.3		O. E. CROSSING 2.0	164.2	11.54PM	
	6.40	12.43	651.3		TRANSFER 0.3	162.2	11.50	11.40
61	6.42		651.6		DANEBO 5.9	161.9	11.49	11.35
	7.00	f 12.55	657.5		MAYWOOD 3.0	156.0	f 11.33	
44 P	7.08	f 1.02	660.5	TO	VENETA 1.6	153.0	s 11.27	11.05
		f	662.1		LONG TOM 2.2	151.4	f	
		f	664.3		SAILOR 1.0	149.2	f	
30 WP	7.20	f 1.12	665.3		NOTI 3.0	148.2	f 11.16	10.45
	7.30	f 1.19	668.3		VAUGHN 3.2	145.2	f 11.09	
20	7.40	f 1.26	671.5		FLAGG 1.2	142.0	f	10.25
P		f 1.30	672.7		PENN 3.2	140.8	f 11.00	
30 P	7.55	f 1.37	675.9		WALTON 3.1	137.6	f 10.52	10.10
PW		f	679.0		GLOBE 3.1	134.5	f	
		f	682.1		AUSTA 1.9	131.4	f	
		f	684.0		LINSLAW 1.0	129.5	f	
60 P	8.15	f 1.58	685.0		RICHARDSON 3.1	128.5	f 10.32	9.40
		f	688.1		BEECHER 5.7	125.4	f	
47 WP	8.40	f 2.18	693.8		NEKOMA 3.3	119.7	f 10.13	9.10
60 P	**8.55**	f 2.26	697.1		SWISSHOME 0.7	116.4	f 10.06	**8.55**
		f	697.8		SIUSLAW 2.8	115.7	f 10.04	
13	9.20	f 2.35	700.6		RAINROCK 4.7	112.9	f 9.58	8.40
57 P	9.55	s 2.48	705.3		MAPLETON 5.0	108.2	s 9.49	8.25
	10.10	f 3.01	710.3		BECK 4.7	103.2	f 9.36	8.10
60 WP	10.25	f 3.11	715.0		WENDSON 1.3	98.5	f 9.26	8.00
P	10.35	s 3.25	716.3	TO	CUSHMAN 1.7	97.2	s 9.22	7.45
20	10.50	f 3.30	718.0		SIBOCO 3.3	95.5	f 9.12	7.35
(Spur18) P	11.20	f 3.40	721.3		CANARY 3.7	92.2	f 9.05	7.20
13 P	11.55AM	s 3.50	725.0		SILTCOOS 2.2	88.5	s 8.55	7.05
(Spur 12)	12.10PM	f 3.58	727.2		ADA 1.1	86.3	f 8.49	6.55
40 P	12.20	f 4.02	728.3		BOOTH 4.5	85.2	f 8.46	6.45
19 P	12.45	f 4.14	732.8		KROLL 2.3	80.7	f 8.36	6.30
17	1.00	f 4.19	735.1		BRENHAM 3.7	78.4	f 8.30	6.20
42 P	1.30	s 4.29	738.8		GARDINER 1.6	74.7	s 8.22	6.05
Yard KWP	2.00PM	s 4.35AM	740.4	TO-R	REEDSPORT	73.1	8.15PM	6.00AM
	Arrive Daily Ex. Sunday	Arrive Daily			(93.1)		Leave Daily	Leave Daily Ex. Sunday
	(7.30) 12.40	(4.05) 20.68			..........Time over District.......... ....Average Speed per Hour..........		(3.46) 24.71	(5.45) 16.19

EASTWARD	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS WESTWARD
Capacity of sidings in car lengths	752 Local Freight Leave Daily Ex. Sunday	334 Coos Bay Leave Daily	Distance from San Francisco		Time Table No. 129 February 2, 1936 Coos Bay Branch STATIONS	Distance from Powers	333 Coos Bay Arrive Daily	751 Local Freight Arrive Daily Ex. Sunday
Yard KWP	2.30PM	4.40AM	740.4	TO-R	REEDSPORT 4.8	73.1	s 8.10PM	5.50AM
30	2.45	f 4.52	745.2		THARP 2.8	68.3	f 7.59	5.35
		f	748.0		WILLARD 4.1	65.5	f	
60 WP	3.10	s **5.12**	752.1		LAKESIDE 7.2	61.4	s 7.42	**5.12**
13 P	3.30	f 5.27	759.3		HAUSER 2.5	54.2	f 7.28	4.35
		f	761.8		ROGERS 1.2	51.7	f	
60	3.40	f 5.37	763.0		COOS 2.6	50.5	f 7.21	4.25
60 P	3.55	s 5.59	765.6		NORTH BEND 3.3	47.9	s 7.13	4.15
Yard BKWOYP	4.10PM	s 6.20AM	768.9	TO-R	MARSHFIELD 1.6	44.6	7.00PM	4.00AM
62 P			770.5		McCORMAC 0.8	43.0		
			771.3		CLEO 1.8	42.2		
			773.1		HAYDEN 0.8	40.4		
			773.9		INLET 4.6	39.6		
Yard P			778.5		OVERLAND 6.0	35.0		
25 P			784.5		CEDAR POINT 0.5	29.0		
19			785.0		FAIRVIEW JUNCTION 0.8	28.5		
Yard BKP			785.8	TO-R	COQUILLE 2.8	27.7		
			788.6		JOHNSON 3.2	24.9		
41 P			791.8		NORWAY 2.9	21.7		
Yard WTP			794.7	TO	MYRTLE POINT 1.7	18.8		
			796.4		ESTABROOK 3.3	17.1		
(Spur 10)			799.7		BROADBENT 2.4	13.8		
Yard P			802.1		WARNER 5.5	11.4		
Yard P			807.6		GAYLORD 1.2	5.9		
(Spur 18)			808.8		BYERLE 1.5	4.7		
			810.3		FENZLER 3.2	3.2		
Yard BKWTP			813.5	TO-R	POWERS	0.0		
	Arrive Daily Ex. Sunday	Arrive Daily			(73.1)		Leave Daily	Leave Daily Ex. Sunday
	(1.40) 17.10	(1.40) 17.10			..........Time over District.......... ....Average Speed per Hour..........		(1.10) 24.42	(1.50) 16.10

Water Supply MP 780.8

No. 333 and No. 334 stop at Siboco and North Lake daily to pick up express and cream shipments.

ADDITIONAL FLAG STOPS

Train	At	
All	School	M. P. 744.2
All	Ivy	M. P. 747.1
All	Bufo	M. P. 749.0
All	North Lake	M. P. 751.0

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 129 February 2, 1936 Tallman Branch STATIONS	Distance from Tallman	SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yd. BKWOTYP	6.20 AM	690.9	TO-R	ALBANY	8.8	4.30 PM
				1.0		
P	6.24	689.5 689.9		PAGE	7.8	4.25
				2.0		
11	6.28	691.5		FROMAN	5.8	4.18
				2.2		
11	6.33	693.7		FRY	3.6	4.11
				1.7		
14	6.37	695.4		GOLTRA	1.9	4.06
				1.9		
Yard YP	6.43 AM	697.3	R	TALLMAN	0.0	4.00 PM
	Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday
	(0.23) 22.98			Time over District Average Speed per Hour		(0.30) 17.60

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 129 February 2, 1936 Woodburn-Springfield Branch STATIONS	Distance from Woodburn	SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yard WYP		645.0	TO-R	SPRINGFIELD	92.8	
				3.9		
(Spur 11)		648.9		ARMITAGE	88.9	
				3.5		
15		652.4		COBURG	85.4	
				7.9		
(Spur 10) P		660.3		PRICEBORO	77.5	
				3.3		
12 P		663.6		ROWLAND	74.2	
				8.4		
9 PW		672.0	TO	BROWNSVILLE	65.8	
				6.3		
14		678.3		PLAINVIEW	59.5	
				4.1		
12		682.4		LOWSON	55.4	
				2.4		
Yard YP	6.45 AM	684.8	R	TALLMAN	53.0	3.55 PM
				3.7		
Yard KWP	7.15	688.5	ABS TO-R	LEBANON	49.3	3.45
				4.3		
14	7.30	692.8		BREWSTER	45.0	3.35
				2.1		
15	7.40	694.9		GRIGGS	42.9	3.25
				2.5		
12 P	7.50	697.4		CRABTREE	40.4	3.15
				1.5		
(Spur 11)	7.55	698.9		GAINES	38.9	3.10
				1.7		
		700.6		GILKEY	37.2	
				2.3		
17 P	8.10	702.9	TO	WEST SCIO	34.9	2.55
				1.8		
Yard WYP	8.20 AM	704.7	R	SHELBURN	33.1	2.50 PM
				2.2		
16		706.9		NORTH SANTIAM	30.9	
				1.4		
12		708.3		WEST STAYTON	29.5	
				3.8		
W		712.1		AUMSVILLE	25.7	
				2.9		
29		715.0		SHAW	22.8	
				2.4		
16		717.4		MACLEAY	20.4	
				2.0		
24 YP		719.4		GEER	18.4	
				1.9		
19		721.3		PRATUM	16.5	
				1.7		
(Spur 10)		723.0		SWITZERLAND	14.8	
				4.3		
Yard WYP		727.3	TO	SILVERTON	10.5	
				2.3		
(Spur 11)		729.6		DOWNS	8.2	
				1.9		
28 P		731.5	TO	MT. ANGEL	6.3	
				2.2		
16		733.7		McKEE	4.1	
				4.1		
Yard WYP		737.8	TO-R	WOODBURN	0.0	
	Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday
	(1.35) 11.51			Time over District Average Speed per Hour		(1.05) 18.37

ADDITIONAL FLAG STOP: All trains, Irvinville M. P. 685.5.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 129 February 2, 1936 Mill City Branch STATIONS	Distance from Idanha	SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yard WYP	8.25 AM	705.0	R	SHELBURN	45.0	2.45 PM
				5.9		
14 P	8.50	710.9		KINGSTON	39.1	2.20
				4.5		
		715.4		WILLIAMS	34.6	
				3.3		
		718.7		MILLWOOD	31.3	
				0.6		
17 WP	9.20	719.3		LYONS	30.7	1.50
				0.9		
(Spur 9)		720.2		FAWN	29.8	
				2.3		
	9.35	722.5		FOX VALLEY	27.5	1.35
				4.1		
Yard WYP	9.55 AM	726.6	R	MILL CITY	23.4	1.15 PM
				2.9		
19 P		729.5		GATES	20.5	
				0.8		
		730.3		SCHROEDER	19.7	
				3.5		
		733.8		NIAGARA	16.2	
				6.3		
10		740.1		GRANITE MOUNTAIN	9.9	
				0.7		
		740.8		HALLS	9.2	
				5.1		
Yard PT		745.9	R	DETROIT	4.1	
				0.7		
14		746.6		LARSON	3.4	
				3.4		
25		750.0		IDANHA	0.0	
	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
	(1.30) 14.40			Time over District Average Speed per Hour		(1.30) 14.40

EASTWARD — WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco		Time Table No. 129 February 2, 1936 Geer Branch STATIONS	Distance from Geer	
Yd. BKWOYP		725.9	TO-R	SALEM	6.5	
				3.3		
		722.6		LACHMUND	3.2	
				3.2		
24 YP		719.4		GEER	0.0	
				(6.5)		
				Time over District Average Speed per Hour		

Water Supply M.P. 738.9.

Woodburn-Springfield Branch:

Additional Stations		
	Chestnut	M.P. 650.5— 3 cars (spur)
	Wilkins	M.P. 656.5— 6 cars (spur)
	Twin Buttes	M.P. 667.6— 3 cars (spur)
	R. L. Stanwood	M.P. 671.0— 5 cars
	Linn	M.P. 674.3— 3 cars (spur)
	Irvinville	M.P. 685.5—11 cars
	C. W. Paper Co.	M.P. 687.9—30 cars (spur)
	Balm	M.P. 696.5—10 cars (spur)
	Shaff	M.P. 709.9— 4 cars (spur)
	Baron	M.P. 732.6— 7 cars (spur)

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 710 Mixed Leave Tues., Thurs., Sat.	SECOND CLASS 706 Mixed Leave Mon. Wed., Fri.	Distance from San Francisco		Time Table No. 129 February 2, 1936 Yaquina Branch STATIONS	Distance from Albany	SECOND CLASS 705 Mixed Arrive Tues., Thurs., Sat.	SECOND CLASS 709 Mixed Arrive Mon., Wed., Fri.
Yd. WTP			774.3	R	YAQUINA	83.4		
					2.0			
			772.3		OYSTERVILLE	81.4		
					5.7			
P			766.6		ALTREE	75.7		
					1.0			
Yard BKPOTW		7.45 AM	765.6	TO-R	TOLEDO	74.7	12.45 PM	
					6.3			
			759.3		STORRS	68.4		
					2.8			
		8.15	756.5		ELK CITY	65.6	12.05 PM	
					2.7			
		8.25	753.8		MORRISON	62.9	11.50 AM	
					3.2			
13 P		8.40	750.6		CHITWOOD	59.7	11.35	
					5.4			
35 P		9.00	745.2		EDDYVILLE	54.3	11.15	
					6.3			
40 P		9.20	738.9		NORTONS	48.0	10.50	
					5.2			
33 TWP		9.40	733.7		NASHVILLE	42.8	10.30	
					5.2			
36 P		10.05	728.5		SUMMIT	37.6	10.05	
					2.5			
			726.0		DEVITT	35.1		
					2.8			
12 P		11.25	723.2		BLODGETT	32.3	8.30	
					1.2			
W			722.0		ALDER	31.1		
					3.6			
10			718.4		HARRIS	27.5		
					1.2			
			717.2		RUSSELL	26.3		
					1.3			
15 P		11.55 AM	715.9		WRENS	25.0	7.50	
					5.6			
		12.15 PM	710.3		NOON	19.4		
					0.9			
P			709.4		FLYNN	18.5		
					0.9			
21 WP		12.30	708.5		PHILOMATH	17.6	7.20	
					2.5			
			706.0		CONROY	15.1		
					2.9			
Yd. BKWOYP	1.10 PM	1.10	703.1	TO-R	CORVALLIS	12.2	7.00	7.00 AM
					1.0			
P	1.25	1.25	702.1		CORVALLIS JCT.	11.2	6.40	6.40
					5.0			
25	1.45	1.45	697.1		GRANGER	6.2	6.23	6.23
					4.5			
			692.6		NORTH ALBANY	1.7		
					1.7			
Yd. BKWOYP	2.10 PM	2.10 PM	690.9	TO-R	ALBANY	0.0	6.00 AM	6.00 AM
	Arrive Tues. Thurs., Sat.	Arrive Mon., Wed., Fri.			(83.4)		Lv. Tuesday Thurs., Sat.	Lv. Monday Wed., Fri.
	(1.00) 12.20	(6.25) 11.64			Time over District Average Speed per Hour		(6.45) 11.06	(1.00) 12.20

Water Supply—M.P. 750.2.

Additional Stations		
	Bittner Plug Lumber Co.	M.P. 764.5—3 cars (spur)
	Marval	M.P. 727.3—3 cars

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 738 Mixed Leave Mon., Wed., Fri.	SECOND CLASS 682 Local Freight Leave Daily Ex. Sunday	SECOND CLASS 710 Mixed Leave Tues., Thurs., Sat.	Distance from San Francisco		Time Table No. 129 February 2, 1936 West Side and Newberg Branch STATIONS	Distance from Cook	SECOND CLASS 681 Local Freight Arrive Daily Ex. Sunday	SECOND CLASS 737 Mixed Arrive Mon. Wed., Fri.	SECOND CLASS 709 Mixed Arrive Mon., Wed., Fri.	SECOND CLASS 759 Mixed Arrive Tues., Thurs., Sat.
20 P				662.6		CHESHIRE 1.9	101.1				
17 P				664.5		BEAR CREEK 2.4	99.2				
15 P				666.9		FERGUSON 4.8	96.8				
Yard P			11.45 AM	671.7	TO-R	MONROE 1.3	92.0			8.45 AM	
25 PY			11.50 AM	673.0	R	ALPINE JCT. 1.8	90.7			8.40	
			12.01 PM	674.8		BURNETT 1.1	88.9			8.31	
			12.05	675.9		BARCLAY 0.9	87.8			8.28	
			12.08	676.8		BRUCE 0.8	86.9			8.25	
(Spur 10)			12.10	677.6		RECKARDS 2.6	86.1			8.22	
			12.17	680.2		BUCHANAN 1.1	83.5			8.12	
37			12.21	681.3		GREENBERRY 3.3	82.4			8.08	
33			12.35	684.6		DRY CREEK 2.3	79.1			7.58	
50			12.45	686.9		BURGESS 2.0	76.8			7.50	
YdBKWOYP			1.00 PM	688.9	TO-R	CORVALLIS 1.0	74.8			7.45 AM	
P				689.9		CORVALLIS JCT. 3.8	73.8				
				693.7		LEWISBURG 2.5	70.0				
W				696.2		CALLOWAY 2.7	67.5				
23 P				698.9		WELLSDALE 3.1	64.8				
23				702.0		SUVER 2.0	61.7				
20 P				704.0		PARKER 3.0	59.7				
				707.0		WIGRICH JCT. 2.3	56.7				
Yard P	7.10 AM			709.3	TO	INDEPENDENCE 1.2	54.4		7.05 AM		
51 P				710.5		V. & S. JCT. 3.8	53.2				
Yard YP	7.25			714.3	R	GERLINGER (F. C. Csg.) 0.7	49.4		6.50 AM		3.40 PM
22 WP	7.30			715.0		DERRY 3.4	48.7				3.20
(Spur 10) P	7.40			718.4		CROWLEY 4.4	45.3				3.05
22 P	7.55			722.8		McCOY 5.3	40.9				2.55
32 P	8.10			728.1		AMITY 2.6	35.6				2.40
Yard WYP	8.20 AM			730.7	R	WHITESON 4.2	33.0				2.30 PM
Yard KWOP		12.30 PM		734.9	TO-R	McMINNVILLE 3.1	28.8	2.35 AM			
Yard YP		12.50		738.0	R	ST. JOSEPH 1.5	25.7	2.15			
17 P		1.00		739.5		LAFAYETTE 2.6	24.2	2.05			
10 P		1.10		742.1		DAYTON 4.0	21.6	1.55			
27 P		1.20		746.1		DUNDEE 2.4	17.6	1.45			
Yard P		1.55		748.5 748.8	TO	NEWBERG 2.0	15.2	1.30			
15 WP		2.10		750.8		SPRINGBROOK 2.2	13.2	1.15			
13 P		2.25		753.0		REX 1.3	11.0	1.05			
12 P		2.30		754.3		CHEHALEM 0.4	9.7	1.00			
11		2.35		754.7		VOTAW 1.4	9.3	12.55			
				756.1		MIDDLETON 1.5	7.9				
25 P		2.40		757.6		SHERWOOD 1.9	6.4	12.50			
				759.5		CIPOLE 1.0	4.5				
				760.5		HERRMAN 1.5	3.5				
20 P		2.50		762.0		TUALATIN 0.4	2.0	12.40			
				762.4		GALBREATH 1.6	1.6				
Yard WYP		3.00 PM		764.0	R	COOK	0.0	12.30 AM			
	Arrive Mon. Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.			(101.1)		Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.
	(1.10) 14.06	(2.30) 11.52	(1.15) 13.76			Time over District Average Speed per Hour		(2.05) 13.82	(0.15) 20.00	(1.00) 17.20	(1.10) 14.06

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 746 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 129 February 2, 1936 Bellfountain Branch STATIONS	Distance from Bailey Jct.	SECOND CLASS 745 Mixed Arrive Daily Ex. Sunday
Yard	9.45 AM	679.9	R	DAWSON 1.8	4.9	9.41 AM
		678.1		CEBU 1.1	3.1	
	10.07	677.0		BELLFOUNTAIN 2.0	2.0	9.29
Yard	10.22 AM	675.0	R	BAILEY JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37) 7.94			Time over District Average Speed per Hour		(0.21) 14.00

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 748 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 129 February 2, 1936 Alpine Branch STATIONS	Distance from Alpine Jct.	SECOND CLASS 745 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 747 Mixed Arrive Daily Ex. Sunday
Yard		678.8		GLENBROOK 2.6	5.8		
12	11.00 AM	676.2		ALPINE 1.2	3.2		10.35 AM
Yard	11.15	675.0	R	BAILEY JCT. 2.0	2.0	9.15 AM	10.25 AM
25 PY	11.30 AM	673.0	R	ALPINE JCT.	0.0	9.05 AM	
	Arrive Daily Ex. Sunday			(5.8)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30) 6.40			Time over District Average Speed per Hour		(0.10) 12.00	(0.10) 7.19

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 758 Mixed Leave Tues., Thurs., Sat.	Distance from San Francisco		Time Table No. 129 February 2, 1936 Willamina Branch STATIONS	Distance from Whiteson	SECOND CLASS 757 Mixed Arrive Mon., Wed., Fri.
Yard BKWOY	12.30 PM	749.3	TO-R	WILLAMINA 4.6	18.7	10.25 AM
21	1.00	744.7	TO	SHERIDAN 4.2	14.1	10.10
15	1.25	740.5		BALLSTON 2.8	9.9	9.40
Yard Y	1.35	737.7	R	BROADMEAD 2.6	7.1	9.30
	1.50	735.1		HARRISON 0.8	4.5	9.15
22	2.00	734.3		BRIEDWELL 3.7	3.7	9.10
37 WYP	2.15 PM	730.6	R	WHITESON	0.0	8.55 AM
	Arrive Tues., Thurs., Sat.			(18.7)		Leave Mon., Wed., Fri.
	(1.45) 10.68			Time over District Average Speed per Hour		(1.30) 12.47

See page 7 for additional trains between Corvallis and Corvallis Jct.

Water Supply—M.P. 673.9.

Additional Stations

West Side and Newberg Branch:
Calif. Pet. Corp......M.P. 774.5— 3 cars (spur)
Ironhill.....M.P. 782 — 7 cars
Stimson Mill 2.41 miles from Seghers. 15 cars
Wigrich 2.53 miles from Wigrich Jct. 6 cars (spur)

Willamina Branch:
Winch.....M.P. 737.2— 7 cars (spur)
Tucker....M.P. 738.9— 6 cars (spur)
Wabash....M.P. 742.1— 2 cars (spur)
ShellOilCo.M.P. 745.4— 2 cars (spur)
S. F. York Lbr. Co. M.P. 745.7— 4 cars (spur)
Shipley....M.P. 746.3— 3 cars (spur)
Perrydale..M.P. 739.9—12 cars (2.21 miles from Broadmead).

BROOKLYN SUBDIVISION

EASTWARD				Time Table No. 129			WESTWARD
Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		February 2, 1936		Distance from Timber	SECOND CLASS
	688 Mixed			Tillamook Branch			687 Mixed
	Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday
Yd. BKWOYP	6.00AM	855.8	TO-R	TILLAMOOK	2.5	62.7	1.50PM
		853.3		JUNO	1.9	60.2	
12	6.15	851.4		IDAVILLE	1.5	58.3	1.29
(Spur 10) P	6.25	849.9		BAY CITY	3.5	56.8	1.10
20	6.45	846.4		MIAMI	0.7	53.3	12.40
Yard P	6.55	845.7	TO	GARIBALDI	1.9	52.6	12.35
17 W		843.8		BARVIEW	1.4	50.7	12.20
		842.4		WATSECO	0.6	49.3	
		841.8		TWIN ROCKS	0.6	48.7	
		841.2		SALTAIR	0.5	48.1	
	7.15	840.7		ROCKAWAY	0.7	47.6	12.05PM
11	7.20	840.0		LAKE LYTLE	1.4	46.9	11.50AM
		838.6		HADDON	1.5	45.5	
26 P	7.30	837.1		JETTY	0.6	44.0	11.30
	7.45	836.5		BRIGHTON	2.9	43.4	11.25
Yd. BKWOP	8.15	833.6	TO-R	WHEELER	0.4	40.5	10.30
		833.2		HALL ST.	2.0	40.1	
10 P	8.45	831.2		MOHLER	2.8	38.1	10.15
	8.55	828.4		KNUDSON	1.3	35.3	10.00
Yard		827.1		FOSS	0.4	34.0	
		826.7		LYNBROOK	1.6	33.6	
59 P	**9.30**	825.1		BATTERSON	2.6	32.0	**9.30**
P		822.5		NEHALEM FALLS	1.4	29.4	
		821.1		MAPLES	1.3	28.0	
		819.8		RECTOR	0.9	26.7	
16 P	10.00	818.9		WAKEFIELD	3.2	25.8	8.54
Yard TP	10.25	815.7		SALMONBERRY	2.3	22.6	8.25
16		813.4		BELFORT	1.1	20.3	
		812.3		PRESTON	1.3	19.2	
Yard WTP	11.00	811.0	TO	ENRIGHT	0.6	17.9	8.00
		810.4		CREEKSIDE	2.4	17.3	
14		808.0		EDWARDS	1.0	14.9	
11 P	11.25	807.0		BELDING	0.6	13.9	7.40
		806.4		HILLBURN	1.3	13.3	
47 P	11.40AM	805.1		MAYO	5.1	12.0	7.30
Yd. WOTP	12.15PM	800.0	TO	COCHRAN	1.4	6.9	7.00
	12.25	798.6		RELIANCE	1.8	5.5	6.30
38 P	12.35	796.8		WEDEBURG	2.5	3.7	6.20
(Spur 23) P	12.55	794.3		WESTIMBER	1.2	1.2	6.05
Yd. BKWOTP	1.00PM	793.1	TO-R	TIMBER		0.0	6.00AM
	Arrive Daily Ex. Sunday			(62.7)			Leave Daily Ex. Sunday
	(7.00) 9.20			Time over District Average Speed per Hour			(7.50) 8.00

Water Supply—M.P. 818.5 and 827.8.

Additional Stations
Blue Lake Logging Co.....M.P. 805.7—10 cars (spur)
Oregon Coast Logging Co..M.P. 805.4—15 cars (spur)

EASTWARD					Time Table No. 129			WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco		February 2, 1936		Distance from Willsburg Jct.	SECOND CLASS	
	686 Local Freight	682 Local Freight			Westside and Tillamook Branch			685 Local Freight	681 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yd. BKWOTP	3.00PM		793.1	TO-R	TIMBER	0.6	52.0	4.05AM	
(Spur 13) P			792.5		HULBERT	3.3	51.4		
(Spur 16)			789.2		WALCOTT	0.7	48.1		
62 P	3.20		788.5		STRASSEL	3.6	47.4	3.45	
	3.35		784.9		SCOFIELD	3.7	43.8	3.30	
Yard WYP	3.50		781.2		BUXTON	2.3	40.1	3.15	
			778.9		MANNING	0.6	37.8		
			778.3		CARSTENS	0.9	37.2		
			777.4		THORNBURG	0.9	36.3		
			776.5		DAVIES	1.8	35.4		
34 P	4.15		774.7		BANKS	0.9	33.6	2.55	
(Spur 23)			773.8		WILKESBORO	1.3	32.7		
(Spur 9)	4.25		772.5		ROY	2.3	31.4	2.40	
23	4.35		770.2		SCHEFFLIN	1.1	29.1	2.35	
	4.40		769.1		BAGLEY	2.7	28.0	2.30	
48 P			766.4		MAHAN	0.9	25.3		
21 P			765.5		MAIN STREET	0.1	24.4		
			765.4		O. E. CROSSING	0.4	24.3		
Yd. BKWOYP	5.35		765.0 766.2	TO-R	HILLSBORO	1.6	23.9	2.20	
P			767.8		NEWTON	3.1	22.3		
33 P	5.50		770.9		REEDVILLE	1.5	19.2	1.20	
9			772.4		ALOHA	0.6	17.7		
			773.0		HUBER	1.1	17.1		
			774.1		ST. MARYS	1.3	16.0		
50 Yard P	6.10		775.4		BEAVERTON	2.2	14.7	1.05	
			777.6		FANNO	0.8	12.5	12.50	
13	6.20		778.4		ROBINSON	0.8	11.7	12.45	
IP			779.2		O. E. CROSSING	0.7	10.9		
	6.25		779.9		TIGARD	2.9	10.2	12.35	
Yard WYP	6.45	3.05PM	782.8 764.0	A.B.S. R	COOK	0.5	7.3	12.20	12.30AM
48	6.50	3.07	764.5		BRYANT	3.3	6.8	12.15	12.25
25 Yard P	7.04	3.20	767.8	TO	OSWEGO	0.3	3.5	12.05AM	12.15
P	7.05	3.21	768.1		WILSONIA	0.9	3.2	11.49PM	12.05
34 P	7.09	3.25	769.0		MENEFEE	1.1	2.3	11.43	12.01AM
	7.13	3.30	770.1		MILWAUKIE	1.2	1.2	11.40	11.57PM
P	7.18PM	3.35PM	771.3		WILLSBURG JCT.		0.0	11.36PM	11.52PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(52.0)			Leave Daily Ex. Saturday	Leave Daily Ex. Saturday
	(4.18) 12.09	(0.30) 14.60			Time over District Average Speed per Hour			(4.29) 11.60	(0.38) 11.53

Additional Stations.........Wilkesboro Brick and Tile Co.........M.P. 773.5—3 cars (spur)

BROOKLYN SUBDIVISION

EASTWARD **WESTWARD**

Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco		Time Table No. 129 February 2, 1936 Falls City Branch	Distance from Salem	SECOND CLASS		
	760	730	726					725	737	729
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed
	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily
Yard YWP		10.00AM		746.8	TO-R	BLACK ROCK	28.6			9.30AM
						3.8				
12 P		10.15		743.0		FALLS CITY	24.8			9.15
						2.5				
YP		10.23		740.5		BUMAN	22.3			9.07
						0.3				
		10.24		740.2		BRIDGEPORT	22.0			9.06
						1.0				
		10.27		739.2		FERNS	21.0			9.03
						0.4				
12 P		10.28		738.8		GILLIAMS	20.6			9.02
						0.9				
		10.30		737.9		TEATS	19.7			9.00
						4.0				
Yd. BKWOYP		10.45AM	11.00AM	733.9	TO-R	DALLAS	15.7	6.50AM		8.45AM
						4.2				
			11.15	729.7		NESMITH	11.5	6.34		
						0.8				
Yard YP	3.50PM		11.18	728.9	R	GERLINGER	10.7	6.32	6.45AM	
						0.4 (W. S. Csg.)				
33	3.55		11.20	728.5		THIELSEN	10.3	6.30	6.40	
						1.4				
	3.59		11.25	727.1		GREENWOOD	8.9	6.26	6.36	
						1.5				
	4.03		11.30	725.6		McNARY	7.4	6.22	6.32	
						0.9				
	4.06		11.33	724.7		HOSFORD	6.5	6.19	6.29	
						0.8				
WP	4.10		11.36	723.9		EOLA	5.7	6.16	6.26	
						1.3				
Yard P	4.13		11.40	722.6		WINONA	4.4	6.12	6.22	
						2.0				
(Spur 11) P	4.20		11.48AM	720.6		WEST SALEM	2.4	6.05	6.15	
						0.4				
12				720.2		PINCKNEY	2.0			
						0.5				
				719.7		O. E. CROSSING	1.5			
						0.9				
P	4.30		12.05PM	718.8		LEMROOK	0.6	5.55	6.05	
						0.6				
Yd. BKWOYP	4.35PM		12.15PM	718.2	TO-R	SALEM	0.0	5.50AM	6.00AM	
	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.	Leave Daily
	(0.45) 14.26	(0.45) 19.42	(1.15) 12.56			……Time over District…… ……Average Speed per Hour……		(1.00) 15.70	(0.45) 14.26	(0.45) 19.42

See pages 4 and 5 for additional trains between Lemrock and Salem. Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

Falls City Branch:

Additional Stations {Brophy……M.P. 724.4—2 cars (spur)
{Buman Quarry 2.97 miles from Buman……7 cars (spur)

EASTWARD **WESTWARD**

Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 129 February 2, 1936 Molalla Branch STATIONS	Distance from Canby
Yard	757.6		MOLALLA	10.8
			3.0	
	754.6		LIBERAL	7.8
			0.1	
	754.5		W. V. R. CROSSING	7.7
			2.3	
24	752.2		RAMES	5.4
			0.9	
	751.3		SCOTT	4.5
			4.5	
36 Yd. PW	746.8	TO-R	CANBY	0.0
			(10.8)	
			……Time over District…… ……Average Speed per Hour……	

EASTWARD **WESTWARD**

Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 129 February 2, 1936 West Side Branch STATIONS	Distance from Hillsboro
17 Yd. YP	738.0	R	ST. JOSEPH	26.5
			4.2	
95 Yd. KWP	742.2	TO	CARLTON	22.3
			3.4	
20 P	745.6		YAMHILL	18.9
			2.4	
14 P	748.0		COVE ORCHARD	16.5
			2.7	
11	750.7		WAPATO	13.8
			2.4	
17 WP	753.1		GASTON	11.4
			0.7	
31	753.8		PATTON	10.7
			1.1	
Yd. (Spur 20) P	754.9		SEGHERS	9.6
			2.0	
21	756.9		DILLEY	7.6
			0.9	
P	757.8		DETOUR	6.7
			1.2	
Yard P	759.0		FOREST GROVE	7.9
			1.9	
23 P	758.5 759.2		CARNATION	6.0
			2.5	
28 P	761.7		CORNELIUS	3.5
			1.0	
	762.7		KILLGORE	2.5
			0.9	
	763.6		JOBE	1.6
			1.1	
P	764.7		RANGE	0.5
			0.5	
Yard BKWOYP	765.2	TO-R	HILLSBORO	0.0
			(26.5)	
			……Time over District…… ……Average Speed per Hour……	

EASTWARD **WESTWARD**

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 129 February 2, 1936 Newberg Branch STATIONS	Distance from Jefferson St.
P	768.1	WILSONIA	6.7
		1.5	
	769.6	RIVERWOOD	5.2
		1.7	
18	771.3	CEMETERY	3.5
		1.3	
	772.6	JONES	2.2
		0.5	
(Spur 10)	773.1	ZIMMERMAN	1.7
		0.2	
	773.3	MULBOX	1.5
		1.5	
	774.8	JEFFERSON ST.	0.0
		(6.7)	
		……Time over District…… ……Average Speed per Hour……	

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland	Chas. A. White	Portland, 530 S. W. Washington St.	Wm. H. Saxton
Medford	Larry Schade	Reedsport	Sol Davidson
Grants Pass	Bert Barnes	Marshfield	J. H. Mills
Roseburg	A. Salzman	Coquille	V. R. Wilson
Eugene	J. A. Hoffman	Powers	C. D. Johnson
Eugene	Seth Laraway	Springfield	E. G. Privat
Albany	F. M. French & Son	Hillsboro	J. L. Anderson
Salem	Pomeroy & Keene	McMinnville	Dielschneider Bros.
Woodburn	E. E. Piper	Corvallis	R. G. Warren
E. Portland, Weatherly Bldg.,	W. L. Young	Dallas	W. C. Retzer
		Tillamook	Wade Jenkins

RULE 14 (b). Salem: After stopping at railroad crossings, give two long sounds of whistle only when visibility is obscured.

RULE 14 (d). Springfield Junction: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

RULE 14 (m). Salem and Hillsboro: Approaching railroad crossings give one long sound of whistle only when visibility is obscured.

Eastward freight trains should not whistle approaching Brooklyn.

RULES 17 and **19.** Night signals will be displayed through tunnels and sheds.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations only the trains indicated will register:

Eugene: First-class trains.
Springfield: Nos. 18, 19 and 20.
Springfield Jct.: No. 7.

Registration of Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Crescent Lake: No. 17.
Oakridge: First-class trains and Nos. 661 and 662.
Springfield: Nos. 18, 19 and 20.
Eugene Yard: First-class trains.
Albany: First-class trains, Nos. 663, 664 and 665.
Salem: First-class trains, Nos. 663, 664 and 665.
Brooklyn: First-class trains.

RULE 83 (C). Before using Union Pacific main track, East Portland, yard crews will secure train order register check, at East Portland Tower, on overdue first-class trains, per Union Pacific Rule 83 (C). No time will be put out on such trains as are late on their schedule, and yardmen will be expected to protect against delayed first-class trains, per Union Pacific Rule 93.

RULE 83 (D). Trains must obtain a clearance before leaving:

Medford
Grants Pass
Marshfield
Albany
Salem
Corvallis
Eugene
Dallas

Marshfield Subdivision trains, originating or terminating at Eugene, will not be required to obtain clearance Eugene Yard.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals". When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals".

RULE 93. Cars may be stored on east leg of wye Alpine Jct. (Bailey Jct. yard). On main track at Bailey Jct. On main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

RULE 93. Yards are established at the following stations:

ALBANY
(Albany yard limits extend to yard sign west of Page.)

ASHLAND

BAILEY JCT.
(Bailey Jct. yard limits extend to yard sign to include both legs of wye at Alpine Jct., west of Bailey Jct. on Alpine Branch and west of Bailey Jct. on Bellfountain Branch.)

BEAVERTON

BLACK ROCK

BUXTON

BROADMEAD
(Broadmead yard limits extend to yard sign west of Perrydale.)

CANBY
(Canby yard limits extend to yard sign at M. P. 748.2 Molalla Branch and 200 feet east of east switch at Flander.)

CARLTON

CASCADE SUMMIT

COCHRAN

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye Switch on Tigard Branch.)

COQUILLE
(Coquille yard limits extend to yard sign at M. P. 786.9.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign 300 feet west of west switch Monett and to yard sign M. P. 627.1.)

CRESCENT LAKE

DALLAS

DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)

DETROIT

DRAIN

ENRIGHT

EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, and 7840 feet east of O. E. Crossing, Coos Bay Branch.)

FOREST GROVE
(Forest Grove yard limits extend 1000 feet east of east switch Carnation, and 1000 feet west of west switch Detour and includes spur leading from Detour to Forest Grove city station.)

FOSS

GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)

GAYLORD

GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)

GLENBROOK
(Glenbrook yard limits extend to yard sign east of Alpine.)

GLENDALE

GOLD HILL

GRANTS PASS

HILLSBORO
(Hillsboro yard limits extend to yard signs west of Range, west of Mahan and east to M. P. 767.0, West Side Branch.)

INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)

LEBANON

MARSHFIELD
(Marshfield yard limits extend to yard signs west of North Bend and east to M. P. 771.12.)

McMINNVILLE

MEDFORD
(Medford yard limits extend to yard sign west of Kane.)

MILL CITY

MOLALLA

MONROE

MYRTLE POINT

NEWBERG
(Newberg yard limits extend to yard sign east of Meridian and west of First Street.)

OAKRIDGE

OSWEGO
(Oswego yard limits extend to yard signs 2110 feet east of Junction switch Wilsonia on Newberg Branch, and 57 feet west of west switch Menefee.)

OVERLAND

PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction.)

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

REEDSPORT
(Reedsport yard limits extend to yard sign 50 feet west of Umpqua River bridge.)

ROSEBURG

SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, east and west of wye switches at Geer and west of West Salem.)

SALMONBERRY

SEGHERS

SHELBURN

SILVERTON

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)

ST. JOSEPH
(St. Joseph yard limits extend to yard signs at M. P. 737.5 and M. P. 738.4 West Side Branch and to M. P. 738.4 Newberg Branch.)

TALLMAN

TILLAMOOK

TIMBER
(Timber yard limits extend to yard sign east of Hulbert.)

TOLEDO
(Toledo yard limits extend to yard sign west of Altree.)

WARNER

WENDLING

WHEELER

WHITESON

WINONA

WILLAMINA

WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

YAQUINA

Toledo—Pacific Spruce Company have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg—Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

Salem—Falls City Branch trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

Albany—Oregon Electric trains using Southern Pacific track between Albany and Lebanon will cross Southern Pacific main track just west of signal 6912-6913 and use Albany and Page sidings between Tallman Branch track and junction switch at Lafayette Street and in addition to complying with Rules 83, 83-C and 93, must obtain permission from operator at Albany before crossing Southern Pacific main track.

First class trains run with caution between signal bridge west of train order office Brooklyn and Union Station, Portland.

RULE 98.

Railroad Crossings at grade and drawbridges not interlocked.

Eugene Yard and Transfer	O. E. Crossing.
Albany Yard	O. E. Crossings.
Gerlinger	Falls City Branch.
Pinckney and Lemrock	O. E. Crossing M. P. 719.7.
Hillsboro, Range Street	O. E. Crossing.
Rames and Liberal	W. V. R. Crossing.

at which trains will stop before crossing and be governed by Rule 14 (B). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

At the railroad crossing with the Willamette Valley Railway east of Liberal, between sunset and sunrise, and during day when view is obscured due to fog or any other condition, flagman must be sent in each direction a sufficient distance on the Willamette Valley Railway to insure full protection of the movement over the crossing.

RULE 103 (A). Trains and Engines must stop and be preceded by flagman before crossing highway at Seghers, within 50 feet of Stimson Mill Spur crossing with Westside Highway, Canby (Molalla Branch) over Pacific Highway.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia	For West Side Branch
Cook	For Newberg Branch
Hillsboro	For Tillamook Branch
St. Joseph	For Newberg Branch
Whiteson	For West Side Branch
Alpine Jct	For West Side Branch
Bailey Jct	For Bellfountain Branch
Mohawk Jct	For Cascade Line
Springfield Jct	For Cascade Line (Oil buffer spring switch)

Albany—Oregon Electric Ry. connection is located at M. P. 691.3.

Geer—West wye switch will be left set and locked for movements between Salem and Lebanon and east wye switch for movements between Salem and Silverton.

Shelburn—West wye switch will be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

Lebanon—Oregon Electric Ry. switch is located at M. P. 688-9 east of Lebanon station and normal position is for Southern Pacific main track.

Tallman—East wye switch will be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Lebanon and Brownsville.

Corvallis and Corvallis Jct.—Switches must be left set and locked for movement between Albany and Philomath via Sixth Street line.

Corvallis—Normal position of switches Sixth Street, will be lined and locked for track nearest station.

Dallas—Switches must be left set and locked for movement between Salem and Dallas passenger station.

DERAILERS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
Clearance point main track West Side Branch at Willsburg Jct.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track West Side Branch at Wilsonia.
Clearance point main track Alpine Branch at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
Willamina, 850 feet west of station.
80 feet east of water tank at Black Rock.

RULE 105. Following tracks are designated for use as sidings.

Cascade Summit {Eastward siding (Lake Side).
Westward siding (Sta. Side).

Oakridge—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

Junction City—No. 1 Track next to main track.

Brooklyn—Track "A."

Reedsport—Track opposite Passenger Station.

Myrtle Point—House Track.

Oswego—Track opposite station.

Cochran—Long track between east switch and connection to main track west of station.

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford—Siding extends from automatic block signals 4414-4415 to automatic block signals 4420-4421.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal No. 5724, for westward trains just west of signal No. 5729. Westward freight trains entering yard will use No. 1 track. Eastward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene siding extends from signals 6472-6473 to signals 6490-6491 and first-class trains (except Marshfield subdivision first-class trains) will use siding between signals 6472-6473 and 6476-6477.

Marshfield Subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.

Page siding extends from signals 6898-6897 to signals 6906-6907.

Albany—Siding extends from signals 6906-6907 to signals 6910-6911. Eastward first class trains will take siding at connection switch just east of 6906-6907.

Tallman Branch main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Yaquina Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left set and locked for east leg of wye.

Salem—When eastward trains are to take siding to meet other trains, they will take siding at connection switch just east of signals 7178-7179.

Canby siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby.

RULE 206 (A). Regular trains are not required to obtain clearance at Gerlinger, Dawson, Alpine, Bailey Junction, Alpine Junction or Whiteson. This does not supersede Rule 83 (D).

RULE 221. The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Enright
Mt. Angel
Marcola
Newberg
Silverton
Toledo
Brownsville
Cochran
Wheeler
Carlton
McMinnville
Monroe
Sheridan
Coquille
Myrtle Point
Garibaldi

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading

"OK at................M............Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

RULE 825. When cars are left on grades not protected with derailers they must be chained to rail.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

RULE 834. Open-top cars loaded with rail, pipe, lumber, structural steel, poles or mounted wheels, when such lading projects above sides and end-walls of the car, must not be placed in trains next to cab of Mallet engines.

AUTOMATIC BLOCK SYSTEM

RULE 509. Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7687, 7679 or 7673 may then proceed with caution not exceeding 10 miles per hour, to next clear distant or home signal. Flagman need not precede train.

RULE 516. Overlap posts are located at

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 2000 feet west of east switch.
Kane, 500 feet west of east switch.
Coos, 1616 feet west of east switch.
Westward trains: Reed, 1740 feet east of west switch.
Medford, 1434 feet east of Signal 4413.

A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

SPECIAL SIGNALS

Lemrock—Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Junction—Normal indication of home signal on West Side Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a West Side Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter West Side Branch at Willsburg Junction will stop West of signal 7646 west of Willsburg Junction.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf Signal 6196 on Woodburn-Springfield Branch governs movement of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf Signal 6180 on Wendling Branch governs movement of trains from Wendling Branch.

Lebanon—Oregon Electric Railway Junction switch at M. P. 688.9 is protected by automatic Signals 6889 and 6891 located near fouling points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. track with derail on O. E. track in derailing position. Normal indication of signals on S. P. track is proceed and signal on O. E. Ry. stop.

When switch indicator located at derail indicates clear, derail and switch may be lined for movement to S. P. track and when so lined and block is clear, signal on O. E. Ry. will change to proceed. If signal does not change to proceed, be governed by Rule 509 and 99.

When operator is on duty at Lebanon, Oregon Electric trains will obtain permission from operator before entering Southern Pacific main track.

Marshfield Subdivision—Approaches to following tunnels protected by automatic block signals:
Tunnel 13, from M.P. 668 to M.P. 671.9.
Tunnels 15 and 16 from M.P. 719.2 to M.P. 723.1.
Tunnel 19 from M.P. 744 to M.P. 748.

Coos Bay Bridge—Automatic block signal limits are from M. P. 763 to M. P. 765.1 from middle of Coos siding to just west of west switch North Bend.

Ashland—trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

Following block signals have included in their control limits some special protective devices. When these signals indicate stop, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Eastward

Signal 6104, eash switch at Hills.
Signal 6118, west switch at Jasper.

Westward

Signal 6137, west switch at Natron.
Signal 6125, east of Jasper.
Signal 6111, distant signal east of Hills.

The special protective devices included within control limits of above signals are fallen rock detector fences located as follows:

Fallen rock detector fence 400 feet in length at Signal 6111.

Fallen rock detector fence 600 feet in length one mile east of Hills.

Fallen rock detector fence 1000 feet in length one mile west of Natron.

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

Springfield Junction—Normal position oil buffer spring switch for Cascade Line. Eastward trains from Siskiyou Line will trail through without lining switch. Westward trains to Siskiyou Line will line switch by hand and restore to normal position when movement completed.

Cascade Line trains reduce to 30 MPH, Siskiyou Line trains to 20 MPH over this switch.

Signal 6447 governs westward movement over switch. Top arm for Cascade Line normally indicates proceed lower arm for Siskiyou Line normally indicates stop and changes to proceed when switch lined for Siskiyou Line and block clear.

Signal 6208 on Cascade Line and Signal 6446 on Siskiyou Line govern eastward movement over switch, normally indicate stop and change to proceed on approach when block clear and signal on converging line is at stop.

When eastward signal does not change to proceed, trainmen will go to signal 6208, observe indication of indicator mounted above release box adjacent to signal and if indicator indicates block is clear, trainman or engineman will operate time release and push button in the release box by turning release knob to the right until pointer is at zero, hold it firmly in that position while push button for the signal desired is pushed in as far as it will go, then release both, and signal will clear after four minutes. Release must not be operated when train approaching with proceed signal until that train has stopped.

When unable to obtain proceed signal, be governed by Rule 509, protecting on converging track also, unless it is known signal on that track indicates stop.

INTERLOCKING

OREGON CITY TOWER

Crossing of Willamette Valley Southern Railway 0.6 mile east of Oregon City protected by interlocking. Limits extend from home signal 900 feet east of crossing to home signal 1600 feet west of crossing.

No Signal Operator on duty. Normally signals on Southern Pacific indicate "proceed" and on the Willamette Valley Southern Railway derails are in derailing position and signals indicate "stop".

PORTLAND YARD

Hawthorne Avenue Tower

End of double track west of Clay Street.

Hand signals permitted by rule 628 may be given from tower.

At Hawthorne Ave. interlocking plant trains stopped by signals SA 7691 and SA 7693 may, after complying with Rule 663, proceed through automatic portion of block with caution not exceeding 10 miles per hour to next home signal. Flagman need not preceed train.

MADISON STREET

Crossing of Spokane, Portland and Seattle Railway.

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed be governed by rule 663.

EAST PORTLAND TOWER

Governs movement over Willamette River Bridge.

Extends from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by O. W. R. & N. rules which are identical with Southern Pacific rules.

The following whistle signals will govern:

To Portland—One long.
To Albina—One long, one short.
To S. P. main track—One short, one long.
To Transfer Track—One long, one short, one long.
To Graham (Sullivan Gulch Line)—Two long.
To East Second Street—Two short, one long.
To S. P. Yard—One short, one long, one short.

NORTHERN PACIFIC TERMINAL TOWER

Extends from east end of Willamette River Bridge to Terminal Tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company.

COOS BAY BRANCH

CUSHMAN DRAWBRIDGE TOWER

Governs movement over Siuslaw River Bridge just east of Cushman.

REEDSPORT DRAWBRIDGE TOWER

Governs movement over Umpqua River drawbridge 0.6 mile west of Reedsport.

NORTH BEND DRAWBRIDGE TOWER

Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

YAQUINA BRANCH—Albany Drawbridge Tower

Governs movement over Willamette River drawbridge 0.8 mile west of Albany.

FALLS CITY BRANCH—Salem Drawbridge Tower

Governs movement over Willamette River drawbridge one mile west of Lemrock.

AUTOMATIC INTERLOCKER

WESTSIDE AND TILLAMOOK BRANCH

Tigard—Governs the use of crossing with Oregon Electric at Tigard. Normal position of signals is stop. Train approaching on either Southern Pacific or Oregon Electric will cause the signals governing use of the crossing to change to proceed position provided no other train is in the approach ciruit or within the limits of the plant.

If signal does not display proceed indication for train which is to use the crossing, the train must be preceded by a flagman and train must not move beyond signal at stop position until it receives proceed signal from the flagman at the crossing. Flagman must not give proceed signal until it is known that the signals governing movement of trains on intersecting line are at stop and that any approaching train has stopped.

If signals on intersecting line do not indicate stop, movement over the crossing must be protected in both directions.

TRAIN AND AIR INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte
McCredie Springs
Timber
Wicopee or Fields
Hugo
Belding or Mayo

Maximum distance freight trains may run without stopping for inspection is 50 miles except between Eugene Yard and Brooklyn when conditions are favorable and in the judgment of the conductor it is safe to do so, they may run 70 miles without stopping for inspection.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After the train is made up and the engine attached, the engineer will apply the brakes with a 20 pound service reduction and leave them applied. The trainmen will then pass along the train to determine that the brake is applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to the rear of the train, next ahead of the caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an over-charge of the brake system, etc. If it be necessary to switch any cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to the Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent. of the cars of such train shall have their brakes used and operated by the engineer of the locomotive drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent., shall have their brakes so used and operated.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULES 13 AND 16. Standing air test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AIR BRAKE RULE 16. Running tests must be made by passenger trains as follows:

W. V. S. Crossing—Westward trains when reducing speed for curve just east of Clackamas river bridge.

Eastward trains, when reducing speed for curves approaching Oregon City.

Portland Steel Bridge—Passing East Clay Street.

Eastward trains leaving Grants Pass and just west of station Cascade Summit.

Westward trains leaving Glendale.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

AIR BRAKE RULE 17. Standing rear end air tests must be made immediately before leaving on all trains at Cochran.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 65 pounds.

When air hose has been separated and pressure in rear of train has leaked below 65 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

AIR BRAKE RULE 54. Between Cascade Summit and Oakridge an emergency hose must be applied on eastward freight trains at the most accessible place between the 8th and 15th cars from the head end.

AIR BRAKE RULE 56. Retainers will be used on descending grades as follows:

Timber-Enright Black Rock-Falls City		1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville		1 valve for every 120 Ms in train.
Cascade Summit-Oakridge Glendale-Grants Pass		1 valve for every 140 Ms in train.
Divide-Comstock Rice Hill-M.P.594. Rice Hill-M.P.602.	Freight trains only	1 valve for every 150 Ms in train.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in travelling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

In operating retainers they should be turned up commencing at the head end and when turned down commencing at the rear end.

Gross tonnage of any freight train must not exceed 100 Ms per operative brake between Timber and Belding.

MISCELLANEOUS

1 Westward freight trains will stop East of water column at Oakridge, make cut for lead helper engine and move ahead spotting road engine for oil and water.

Short moves with heavy freight train to spot for oil and water are prohibited. In all cases where it is necessary to make a short move to reach oil and water columns, including that of spotting second engine of doubleheader, engine must be cut off before spotting at column.

Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte may spot road engine without detaching from train. After road engine obtains water, train will be moved ahead until helper engines are West of water columns. Leading helper engine should obtain water before other helper engines and immediately recouple to train. It will be permissible to go to the siding for water with helper engines if train is being delayed and the move is protected. A trainman must be stationed, when practicable, on rear of train while in motion, in compliance with Rule 846. No attempt must be made to spot helper engines at water column without detaching from train. Before helper engines are detached to take water, engineer on road engine will make a 15 pound brake pipe reduction. When such reduction is noted by helper engineer in rear of train, engineer on lead helper will indicate to brakeman that helper engines may be cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helpers are recoupled to train.

If road engineer fails to spot road engine at water column it will be necessary to detach road engine and go to siding for water. Road engine and helper engines must not be detached from train at the same time.

Helper engines must have one-half tank of water before leaving Cascade Summit returning light to Oakridge.

Cook—Eastward trains take full tank of water.

3 Car limit on descending grades between Westimber and Belding fifty cars with one Consolidation on head end, thirty-five cars with one small 2900 Class Engine on head end. Sixty cars Westimber to Buxton with Consolidation or large 2900 Class Engine on head end.

4. When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine will be cut in train immediately ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Oakridge—Helper engines will be placed in train with one helper five cars ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment. Second helper will be cut in seven cars ahead of rear helper, and third helper will be cut in eight cars ahead of second helper. This does not modify Rule 834.

Helper engines will be lined up at Roundhouse in reverse order and move to East end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

When F-4 or F-5 class engines are used in helper service between Oakridge or Cascade Summit they must be placed in train behind Mallet engines.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

Not more than two engines will operate coupled together on the Tillamook Branch. When three helper engines are operated in rear of train, two helpers will be placed in train five cars ahead of rear helper which should be cut in train immediately ahead of caboose but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Cascade Summit—Entire train should be stopped West of crossover, and rear helper engine should be cut out first and brought around to rear of train while other helper engines are being cut out, rear helper engine to be used to shove rear portion of train to a coupling.

Locomotive crane No. 3206 when handled in train should have heavy end toward the engine.

Empty 67 foot skeleton logging flats must not be placed in train ahead of helper engines.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakemen will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

9. East Morrison St.—Nos. 7, 15, 19 and 329 will stop with engine clearing north line of that street to avoid blocking traffic.

Road and foot crossings in vicinity Wilsonia, Newberg Branch, must not be blocked.

10. Engines over 200,000 lbs. on drivers will not operate over tracks listed below:

MEDFORD
- (Big Pines Spur)
- (Clark-Henry Track)
- (Connection leading to Clark-Henry Track)
- (Old Jacksonville Ry. Track)

MYRTLE CREEK
- (Standard Oil Spur)
- (Shell Oil Spur)
- (Packing Plant Track)
- (House Track) except 4000 and 4200 class.

DOLE
- (House Track)

ROSEBURG
- (Kenny Spur)

DEADY
- (Spur Track)

GOSHEN
- (House Track)

EUGENE
- (Jennings Spur)
- (House Track)
- (Woolen Mill Spur)
- (Gas Spur)
- (Allen & Lewis Spur)

EUGENE YARD
- (Spur Tracks at M. P. 649.8, Coos Bay Branch)

SPRINGFIELD
- (Woodburn-Springfield Wye)
- (Booth-Kelly Tracks)
- (High Line Log Spur)
- (Flour Mill Spur)

HEMLOCK
- (Western Lumber Co. Spur)
- (Gravel Spur)

3600, 3700, 4100, 4300, and 4400 class engines must not operate over following tracks:

Haskell	Powder spur.
Clackamas	Stock track.
Park Place	Gravel spur.
Oregon City	House track and paper mill track.
Pulp	All side tracks, except between the crossovers and east switch on siding.
Coalca	Doernbecker siding.
New Era	Spur track.
Canby	Pit, stock and team tracks.
Barlow	Spur track.
Aurora	House track.
Woodburn	Back tracks from west end to clearance points East End West Leg of Wye and west of cannery on Woodburn-Springfield Branch.
Gervais	House track.
Fair Grounds	Tile, wood, oil, Valley Packing and Fair Grounds spurs.
Salem	East leg of wye. Trade St. track beyond a point 200 feet from wye track switch.
Turner	House track.
Marion	House track.
Jefferson	House and back tracks.
Millersburg	House track.
Albany	Tracks 3 and 4. house track, track on Railroad Street, including wye and all tracks in old C. & E. yard (except main track and wye).
Tangent	Mill track.
Shedd	House track.
Halsey	House track.
Harrisburg	House track, except 3700 class.
Junction City	All inside tracks (except siding). 3700 class may operate on back track from east end to stock corral.
Irving	House track.
Latham	All yard tracks.
Divide	Wye track.
Oakland	Over curves on siding between station and East switch.
Sutherlin	Stock yard track.
Rogue River	Between East switch and Crossover switch on siding.
Medford	Medford Timber Products Corpn. spur.
Jasper	Spur track.
Pengra	House track.

4100 and 4400 class engines are restricted between Ashland and Springfield Junction.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track and the high-line track in Marshfield yard.

Engines over 200,000 lbs. on drivers will not operate on Wye track connection between Cascade Line and Siskiyou Line at Springfield Junction.

Engines over 120,000 lbs. on drivers will not operate between Wigrich Junction and Wigrich, Mill City and Idanha, or over trestle on retail track owned by Coos Bay Lumber Co., at Marshfield.

PFE 100,000 and 200,000 series refrigerator cars known as "Giant" and "Super-giant" types must not be handled on: Wendling, Woodburn-Springfield; Willamina; Alpine or Bell fountain branches or west of Banks on Tillamook branch, west of Philomath on Yaquina branch and west of Marshfield on Coos Bay branch.

16. Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

18. Dead engines in trains will be handled on head end not more than eight or ten cars from road engine, except on Tillamook Branch dead logging engines will be handled at least five cars ahead of caboose, and except when necessary to avoid handling them in switching moves, may be handled not more than 20 cars from road engine.

20. In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Club cars handled in the head-end of main line passenger trains must be of all-steel construction.

22. Wilkesboro—S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

25. Electric lanterns may be used for displaying white light only.

26. Before workmen enter turn table pit for any purpose, the turn table must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turn tables and at both ends of manually operated turn tables. Such a sign or signal when so displayed indicates workmen are under or about the turn tables, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour, except as otherwise provided for;
Maximum speed of any freight or mixed train must not exceed 35 miles per hour, except as otherwise provided for:
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

		PASSENGER					FREIGHT				LIGHT ENGINES RUNNING FORWARD			
Page No.	TERRITORY	Maximum	With T 26, 32, 40, P, MT, GS Engines	With T 1, 8, 9, 23, 28, 31 Engines	With C 2, 4, 5, 8, 9, 10, F, AM, AC 4, 5, 6, Engines	With TW, AC 1, 2, 3, Engines	Freight and Mixed Maximum	With AC 4, 5, 6 Engines	Engines Backing	Switch Engines S-SE Type	P MT, GS	T 26, 32, 40	T 1, 8, 9, 23, 28, 31, C, 2, 4, 5, 8. 9, 10, F	TW, MK, AC, AM
2	Ashland-Medford	45	45	45	45	40	30	30	20	20	45	40	35	30
2	Medford-Grant's Pass	50	50	50	45	40	35	35	20	20	45	40	35	30
2	Grant's Pass-M.P. 481.3	35	35	35	35	35	20	20	15	20	35	35	35	30
2	M.P. 481.3-M.P. 485.3	50	50	50	45	40	35	35	20	20	45	40	35	30
2	M.P. 485.3-Glendale	35	35	35	35	35	20	20	15	20	35	35	35	30
2	Glendale-Reuben	45	45	45	45	40	20	20	20	20	45	40	35	30
2	Reuben-M.P. 539.4	28	28	28	28	28	20	20	15	20	28	28	28	28
2	M.P. 539.4-Roseburg	50	50	50	45	40	35	35	15	20	45	40	35	30
2	Roseburg-M.P. 594	50	50	50	45	40	30	30	15	20	45	40	35	30
2	M.P. 594-M.P. 601	25	25	25	25	25	25	25	15	20	25	25	25	25
2	M.P. 601-Comstock	50	50	50	45	40	30	30	15	20	45	40	35	30
2	Comstock-Divide	25	25	25	25	25	25	25	15	20	25	25	25	25
2, 3	Divide-Eugene	50	50	50	45	40	30	30	20	20	45	40	35	30
3	Crescent Lake-Cascade Summit	60	60	50	45	40	35	35	20	20	45	40	35	30
3	Cascade Summit-Heather	28	28	28	28	28	20	20	15	20	28	28	28	28
3	Heather-Oakridge	30	30	30	30	30	25	25	15	20	30	30	30	30
3	Oakridge-Natron	45	45	45	45	40	35	35	20	20	45	40	35	30
3	Natron-Springfield	50	50	50	45	40	35	35	20	20	45	40	35	30
3	Springfield-Springfield Junction	35	35	35	35	35	30	30	15	20	35	35	35	30
3	Mohawk Junction-Wendling	25	....	25	25	25	18	....	15	18	....	....	25	25
4, 5	Eugene-M.P. 665.7	60	60	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 665.7-M.P. 688	65	65	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 688-M.P. 721.8	60	60	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 721.8-M.P. 730	65	65	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 730-Hito	60	60	50	45	40	40	35	20	20	45	40	35	30
4, 5	Hito-Portland	50	50	50	45	40	35	35	15	20	45	40	35	30

		PASSENGER			FREIGHT			LIGHT ENGINES RUNNING FORWARD		
Page No.	TERRITORY	Maximum	With T C Engines	With TW Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	T 26, 32, 40	T 1, 8, 9, 23, 28, 31 C	TW
6	Eugene-Noti	45	45	40	30	15	20	40	35	30
6	Noti-Mapleton	35	35	35	30	15	20	35	35	30
6	Mapleton-Lakeside	35	35	35	25	15	20	35	35	30
6	Lakeside-Marshfield	35	35	35	30	15	20	35	35	30
6	Marshfield-Myrtle Point	18	18	18	18	15	18	18	18	18
6	Myrtle Point-Powers	25	25	25	18	15	18	25	25	25
7	Woodburn-Rowland	25	25	25	25	15	20	25	25	25
7	Rowland-Springfield	20	20	20	20	15	15	20	20	20
7	Page-Tallman	30	30	30	30	20	20	30	30	30
7	Salem-Geer	25	25	25	25	15	20	25	25	25
7	Shelburn-Gates	25	25	25	22	15	20	25	25	25
7	Gates-Idanha	20	20	20	15	12	15	20	20	20
8	Cook-Cheshire	30	30	30	30	20	20	30	30	30
8	Alpine Jct.-Glenbrook	18	18	18	18	15	18	18	18	18
8	Bailey Jct.-Dawson	18	18	18	18	15	18	18	18	18
8	Whiteson-Willamina	25	25	25	25	15	20	25	25	25
8	Broadmead-Perrydale	20	20	20	20	15	20	20	20	20
9	Albany-Philomath	30	30	30	30	18	20	30	30	30
9	Philomath-Yaquina	25	25	25	20	12	20	25	25	25
10	Willsburg Jct.-Cook	30	30	30	30	20	20	30	30	30
10	Cook-Hillsboro	30	30	30	30	20	20	30	30	30
10	Hillsboro-Buxton	30	30	30	30	20	20	30	30	30
10	Buxton-Timber	20	20	20	20	15	20	20	20	20
10	Timber-Enright	20	20	20	15	10	15	20	20	20
10	Enright-Wheeler	20	20	20	18	15	18	20	20	20
10	Wheeler-Tillamook	18	18	18	18	15	20	18	18	18
11	Salem-Dallas	25	25	25	25	15	20	25	25	25
11	Dallas-Falls City	20	20	20	20	15	20	20	20	20
11	Falls City-Black Rock	20	20	20	15	10	15	20	20	20
11	Hillsboro-St. Joseph	30	30	30	30	20	20	30	30	30
11	Jefferson St.-Wilsonia	20	20	20	20	15	20	20	20	20
11	Canby-Molalla	25	25	25	25	20	20	25	25	25

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour
Medford	16
Central Point—5 a. m. to 10 p. m.	35
Roseburg	15
Yoncalla	25
Cottage Grove	25
Creswell	20
Eugene	15
Junction City	20
Halsey	20
Albany	12
Turner	35
Salem	20
Gervais—6 a. m. to 9 p. m	25
Woodburn	45
Hubbard	25
Aurora—5 a. m. to 10 p. m.	35
North Bend	25
Marshfield	15
Lebanon	12
Milwaukie	12
Oswego	10
Newberg	20
LaFayette	15
Beaverton	8
Hillsboro	15
Cornelius	12
Forest Grove	15
Gaston	15
Carlton	10
McMinnville	12
Independence	12
Corvallis	15
Dallas	12

Where slowboards read 28 miles per hour F-3-4-5-6, AC 4-5-6 and AM-2, engines must not exceed 25 miles per hour. and AC 1-2-3 engines must not exceed 20 miles per hour except between Cascade Summit and Oakridge.

Where slow boards read 25 miles per hour AC 1-2-3, engines must not exceed 20 miles per hour.

Where slow boards read 20 miles per hour AC 1-2-3 engines must not exceed 15 miles per hour.

Maximum operating speeds for engines subject to restrictions imposed by type of tender, character of train, curvature, and/or other local operating conditions.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Tenders having water capacity in excess of 7,000 gallons and including classes 70-R-1 and 70-SC-1, maximum speed 65 miles per hour.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed;

When pilot removed	20 M.P.H.
When maid rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are up	30 M.P.H.
G. S. engines	15 M.P.H.
S. P. 1, 2 and 3 when inside main rod removed	30 M.P.H.
S and S. E. engines and all other classes of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair of drivers on a locomotive, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on a locomotive, the speed must not exceed 30 miles an hour.

Trains consisting of locomotive and caboose only are permitted to operate at speed authorized for engines running light, except they shall not exceed 40 miles per hour.

Engines with pilots removed or not equipped with engine or pony trucks 20 miles per hour.

Light engines must not exceed 25 miles per hour between Corvallis and Cheshire.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour; 10 to 12 degrees, 20 miles per hour; over 12 degrees, 15 miles per hour, except that where F-3600 or 3700 class engines are operated, trains must not exceed 25 miles per hour on 10 degree curves; 20 miles per hour on curves 10° 30′ to and including 12° 30′; 15 miles per hour on curves 12° 30′ to and including 15 degrees, and 12 miles per hour on curves 15 to 17 degrees.

Trains handling steam relief outfit or Locomotive Ditcher 4048 must not exceed 25 miles per hour between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on branches.

Maximum allowable speed of trains handling flangers is 30 miles per hour. Trains consisting of locomotive, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 miles per hour and between Heather and Oakridge 30 miles per hour.

Loaded 16-foot Hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Lemrock and Salem, Eugene and Albany.

Maximum speed allowed trains handling logs loaded on flat or logging cars is twenty-five (25) miles per hour unless otherwise restricted, and must not exceed fifteen (15) miles per hour over truss bridges, around curves of over six degrees, and passing through stations and tunnels.

When train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Maximum height for log shipments loaded in gondola cars for movement over Woodburn-Springfield branch is 12 feet 6 inches above top of rail.

Trains must not exceed 15 miles per hour passing through sidings on Main line and 12 miles per hour through sidings on other lines.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains; passengers, if any, to move on passenger train.

(a) Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent of Transportation.

(b) Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour. When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

(c) If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

MEDFORD SUBDIVISION

Medford—Reduce to 10 miles per hour over Main Street crossing.

AC Class engines must not exceed 6 miles per hour on house track at Green and track 4 Glendale.

Passenger trains must reduce to 20 miles per hour and freight trains to 15 miles per hour on 12 degree curves between tunnel No. 5 and west switch at Brandt and on 12 degree curve at mile post 528.0.

BROOKLYN SUBDIVISION

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 50 miles per hour.

Odell Lake and Cascade Summit, Natron and Springfield—Maximum speed of passenger trains on curves 45 miles per hour.

Eugene and Hito—Maximum speed of passenger trains on curves, 60 miles per hour.

W. V. R. Crossing—(Between Oregon City and Park Place) Reduce to 20 miles per hour over crossing.

Brooklyn and Portland—15 miles per hour passing shop buildings Brooklyn and 10 miles per hour over all street crossings between the Brooklyn shop buildings and the Willamette River bridge, and on East First Street, between Clay Street and East Oak Street; 15 miles per hour between East Oak and Front Street and 6 miles per hour Front Street and Union Station. 4300 and 4400 class engines 6 miles per hour over frogs and around curves east end Willamette River Bridge.

YAQUINA BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

NEWBERG BRANCH

Cook—Reduce to 20 miles per hour over Junction switch.

FALLS CITY BRANCH

Salem—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River Bridge.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

Reduce to 10 miles per hour on 17°30′ curves one-half mile west of Belding at mile post 807.5 and one quarter mile west of Edwards at mile post 808.2.

Consolidation engines must not exceed 12 miles per hour backing up on curves between Bay City and Garibaldi and between Jetty and Wheeler.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Siuslaw River, Umpqua River, Coos Bay and Baker Creek Bridge No. 10, Coquille Bridges, 1, 2, 5, 7, 8, 9, 12, 13 and tunnel 1 between Myrtle Point and Powers.

Trains handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 20 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

SPECIAL INSTRUCTIONS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

MEDFORD SUBDIVISION

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	“ “	Tunnel No. 6	15.2	3.3
515	“ “	Tunnel No. 5	16.1	3.6
516	“ “	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4 8
518	5180 feet East	Rock Cut	.....	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521-C	West Fork-Cow Creek	West Fork Creek Crossing	21.8	4 9
523	4490 feet East	Rock Cut	.....	5.2
525	125 “ “	“ “	.....	5.8
526	3700 “ “	“ “	.....	5.7
526	3865 “ “	“ “	.....	5.3
526	4785 “ “	“ “	.....	5.2
528	600 “ “	“ “	.....	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut	.....	5.5

Dillard. Apron on loading dock.

CASCADE LINE

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	“ “	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	“ “	Tunnel No. 7 and Snow Shed	20.5	5.6
547.7	“ “	Tunnel No. 8	20.5	5.6
548.3	“ “	Tunnel No. 9 and Snow Shed	20.5	5.6
548.6	“ “	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	“ “	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	“ “	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	“ “	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14 and Snow Shed	20.5	5.6
553.9	“ “	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	“ “	Tunnel No. 17	20.5	5.6
557.8	“ “	Tunnel No. 18	20.5	5.6
558.6	“ “	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Westfir	Tunnel No. 22	19.5	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6
608-A	Pengra-Fall Creek	Fall Creek Crossing	.....	4.9

WENDLING BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
649-F	Hendricks-Yarnell	McKenzie River Crossing	18.4	4.5
651-B	“ “	1st Mohawk River Crossing	20.3	4.5
659-G	Wendling-Hyland	2nd “ “ “	16.1	4.6

TILLAMOOK BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
789.6	Walcott-Hulbert	Tunnel No. 25	20.6	.....
801.8	Cochran-Mayo	Tunnel No. 26	20.6	4.8
803.6	“ “	Tunnel No. 27	21.5	5.0
805.7	Mayo-Enright	Tunnel No. 28	21.6	.....
806.2	“ “	Tunnel No. 29	20.6	.....
806.5	“ “	Tunnel No. 30	21.5	.....
807.9	“ “	Tunnel No. 32	19.7	.....
808.5	“ “	Tunnel No. 34	20.6	.....
809.9	“ “	Tunnel No. 35	20.5	.....
810.7	“ “	Tunnel No. 36	21.2	.....
815-E	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
830-F	Foley-Mohler	2nd “ “ “	21.1	4.9
846-H	Miami-Bay City	Miami River Crossing	20.2	4.9
848-O	“ “ “	Tunnel No. 37	19.6	....
852-F	Idaville-Juno	Kelchis River Crossing	20.3	4.9
854-B	Juno-Tillamook	Wilson River Crossing	21.2	5.4

Wheeler—Hog fuel conveyor on Westwood Lumber Co. track creates impaired side and overhead clearance.

Impaired clearance exists on C. H. Wheeler Logging Co. run-around track at Mayo. Do not switch cars on this track.

BROOKLYN SUBDIVISION—MAIN LINE

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
757-E	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9
699-A	Millersburg-Jefferson	N. Santiam River Crossing	21.7	4.9

Marion. Loading dock adjacent to house track.

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co., private spur and warehouse track.

Springfield. Impaired clearance exists when loading chute and conveyor is in place on mill spur and new house track.

MOLALLA BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
751-B	Kraft-Scott	Molalla River Crossing	.....	4.7

MILL CITY BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
714		Rock Cut	.....	5.2
724	300 feet East	“ “	.....	5.6
726-C	At Mill City	N. Santiam River Crossing	.....	5.0
732		Rock Cut	.....	5.1
736	2040 feet West	“ “	.....	5.8
736	3240 “ “	“ “	.....	4.4
737		“ “	.....	5.4
737	2000 feet West	“ “	.....	5.2
737	2300 “ “	“ “	.....	4.8
737	3000 “ “	“ “	.....	3.8
738		“ “	.....	4.8
738	2000 “ “	“ “	.....	5.3
738	3000 “ “	“ “	.....	4.4
738	3600 “ “	“ “	.....	5.8
739		“ “	.....	5.2
739	2500 “ “	“ “	.....	4.3
739	3000 “ “	“ “	.....	4.8
740	2300 “ “	“ “	.....	5.8
741	300 “ “	“ “	.....	5.6
743	90 “ “	“ “	.....	5.8
743	700 “ “	“ “	.....	5.6
744.3	Granite Mt.-Detroit	Breitenbush River Crossing	20.5	4.3
745	350 feet West	Rock Cut	.....	5.8
747	600 “ “	“ “	.....	5.4
750	700 “ “ (both sides)	“ “	.....	5.8

Mill City—Wood loading docks and shingle mill on Hammond Lumber Co. tracks.

NEWBERG BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
774.4	Jefferson Street	Overhead Road Crossing	21.0	.....
774.5	“ “	O. E. Overhead Crossing	21.2	.....
762-B	Tualatin-Galbreath	Tualatin River Crossing	21.1	5.0

WEST SIDE BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
758-D	Forest Grove Spur	Gales Creek Crossing	.....	4.6
731-C	McMinnville-Whiteson	S. Yamhill River Crossing	19.5	4.5
702-D	Parker-Suver	Luckiamute River Crossing	21.7	4.5

Glenbrook—Platform on siding has impaired side clearance.

Seghers. Impaired clearance along lumber dock adjacent to spur track.

WILLAMINA BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
745-E	Sheridan-Shipley	S. Yamhill River Crossing	.....	4.4
	Willamina	Willamina Clay Prod. Co.	18.4	.....

FALLS CITY BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
719-A	Pickney-Lemrock	Willamette River Crossing	21.6	4.9
742-D	Falls City-Black Rock	1stCross'gLittleLuckiamuteR	.....	4.7
743	3700 feet East	Rock Cut	.....	4.3
744-C	Falls City-Black Rock	3rdCross'gLittleLuckiamuteR	.....	4.8
744-E	“ “ “ “	4th “ “ “ “	.....	4.9
747-B	Black Rock-End of Line	6th “ “ “ “	.....	4.7

Close clearance exists on spur track serving hog fuel storage yard at Pinckney. Extreme care should be used when moving cars in and out of this track.

WOODBURN—SPRINGFIELD BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
735-D	McKee-Woodburn	Pudding River Crossing	.....	4.9
706-D	Shelburn-N. Santiam	N. Santiam River Crossing	18.0	4.6
701-B	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
698-H	Gaines-Crabtree	Crabtree Creek Crossing	19.9	5.3
671-F	Brownsville-Twin Buttes	Calapooia River Crossing	20.6	4.3
650-D	Chestnut-Armitage	McKenzie River Crossing	18.5	5.7

YAQUINA BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
691-G	Albany	First Street Crossing	.....	4.5
691-I	Albany-North Albany	Williamette River Crossing	21.8	4.4
711-C	Noon-Wrens	1st Crossing Marys River	18.4	4.2
712-C	“ “	2nd “ “ “	.....	4.8
713-H	“ “	4th “ “ “	.....	4.8
714.4	“ “	5th “ “ “	.....	4.8
715.0	1000 feet East	Rock Cut	.....	4.6
716-C	Wrens-Russell	6th Crossing Marys River	.....	4.4
717-B	Russell-Harris	7th “ “ “	.....	4.7
718-I	Harris-Alder	8th “ “ “	.....	4.6
719-C	“ “	9th “ “ “	.....	4.4
719-F	“ “	10th “ “ “	.....	4.7
720-B	“ “	11th “ “ “	.....	4.7
720-F	“ “	12th “ “ “	.....	4.6
720.8	“ “	13th “ “ “	.....	4.6
720-K	“ “	14th “ “ “	.....	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	“ “	Tunnel No. 23	16.1	3.7
739.2	Nortons-Eddyville	4th Crossing Yaquina River	.....	4.5
739-F	“ “	5th “ “ “	.....	4.6
743-C	“ “	6th “ “ “	.....	4.7
745-G	Eddyville-Chitwood	7th “ “ “	.....	4.8
751.3	Chitwood-Morrison	8th “ “ “	.....	4.5
751-B	“ “	9th “ “ “	.....	4.4
751.8	“ “	10th “ “ “	.....	4.7
752.2	“ “	11th “ “ “	.....	4.8
752.4	“ “	Tunnel No. 24	16.4	4.0
752.5	“ “	12th Crossing Yaquina River	.....	4.9
752-J	“ “	14th “ “ “	.....	4.3
752-M	“ “	15th “ “ “	.....	4.8

Blow pipe over spur track Flynn creates overhead impaired clearance. Cars must not be handled beyond this pipe.

MARSHFIELD SUBDIVISION

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
664.9	Sailor-Noti	4th Crossing Long Tom Crk	.....	4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739-H	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.4
751.2	“ “	Tunnel No. 21	20.0	5.4
763.9	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)	.....	4.1
793.6	Norway-Myrtle Point	North Fork Coquille River Crossing	22.1	5.0
795.9	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.5
797.6	“ “ “	“ “ “ (2)	20.2	4.5
800.1	Broadbent-Warner	“ “ “ (5)	20.2	4.5
801.2	“ “	“ “ “ (7)	20.2	4.2
802.7	Warner-Emmons	“ “ “ (8)	19.0	3.8
808.7	Gaylord-Fensler	Rowland Creek Bridge(9)	20.2	4.6
809.2	“ “	Tunnel No. 1	.....	4.6
811.3	Fensler-Powers	Coquille River Bridge (14)	20.2	4.6

Marshfield. Impaired clearance exists when loading chute in place on No. 2 siding team track.

TRAIN AND ENGINEMEN ARE CAUTIONED TO WATCH CLOSELY FOR IMPAIRED CLEARANCE SIGNS

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft	93,070			
“ —66 ft	127,610			
“ —70 ft	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ ..(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft	103,620			
“ “ “ —69 ft	124,760			
“ “ “ —70 ft	129,140			
“ “ “		103,590		
“ “ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry		74,000		
“ “ —A. R. E. No. 40–154		78,000		
“ “ — “ “ 155–224		89,000		
“ “ — “ “ 500–506		110,000		
“ “ — “ “ 1101–1175		85,000		
“ “ —P. F. E. “ 500–799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft	74,530			
“ “ —60 ft	105,120			
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370		
Chair—60 ft	100,620		112,985	108,120
“ —74 ft. (Ice Sys.)			180,915	173,125
“ —74 ft. (Steam Ejec. Sys.)			197,944	181,600
Coaches—60 ft	98,130		110,380	105,630
“ —70 ft	137,640		151,671	145,140
“ —72 ft			153,782	147,160
“ —73 ft			168,245	161,000
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe Coach		138,600	152,675	146,100*
Diner—70 ft		135,930		
“ —72 ft	155,330	146,930		
“ —77 ft. (Arch Type Roof) (Ice Sys.)	156,000		170,857	163,500
“ —77 ft. (Clere Story Roof) (Ice Sys.)		165,530	179,400	171,675
“ —77 ft. (Clere “ “) (Mech. Sys.)			189,581	173,836
“ —79 ft	169,100			
“ —80 ft. (Clere Story Roof) (Mech. Sys.)			201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge			188,949	180,813
Observation—75 ft	154,400		169,185	161,900
“ —77 ft			194,543	186,166
“		141,870		
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
“ “ (Mech. Sys.)	160,800	153,000	185,627	170,300
“ “ Lounge (Ice Sys.)	171,200		187,682	179,600
“ “ “ (Mech. Sys.)	171,200		196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600		183,920	176,000
“ “ “ (Mech. Sys.)	167,600		193,039	177,100
“ Sleeper (Ice Sys.)	163,100		180,075	171,500
“ “ (Mech. Sys.)	163,100		188,134	172,600
“ Tourist (Ice Sys.)	153,000		168,663	161,400
“ “ (Mech. Sys.)	153,000		167,625	162,500
Rail Gas-Electric Car, 400 H.P	158,400			
“ “ “ “ 600 H.P	167,200			

*Steel Underframe.

Side clearance of bridges authorized by Public Service Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Ashland to Grants Pass	Grants Pass to Glendale Glendale to Grants Pass Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Eugene	Eugene to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
T- 9	T-57 18/24 83	2161, 2164, 2171	160	1350	1800	1950	2300	1800	470	1100	490	1300	960	1050	780	....	....	....	....
T- 8	T-57 18/24 99	2174	160																
T- 9	T-57 18/24 92	2172	170	1450	1950	2100	2450	1950	530	1200	550	1400	1050	1150	870	....	....	....	....
T- 2	T-63 19/24 105	2227	160	1350	1800	2000	2300	1900	490	1150	510	1350	1000	1100	840	....	....	....	....
T- 1	T-63 20/26 112	2239 to 2271	180	1850	2500	2750	3200	2550	700	1550	720	1850	1350	1500	1100	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299	200	2300	3150	3400	3950	3200	870	1950	900	2300	1700	1850	1450	2350	2050	990	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2950	4000	4350	5050	4050	1150	2500	1150	2950	2200	2350	1800	3700	2700	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384	210	2950	4000	4350	5050	4100	1150	2550	1200	3000	2250	2400	1900	3000	2700	1300	4100
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	3250	4450	4850	5650	4500	1150	2700	1200	3250	2400	2600	1950	3350	2950	1350	4550
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491																	
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	3300	4450	4850	5600	4400	1250	2700	1300	3200	2400	2600	1900	3350	3000	1400	4550
C-9, 10	C-57 22/30 194-S																		
C- 8	C-57 22/30 192-S	2698 to 2749, 2751																	
C- 5	C-57 22/30 187-S	2624 to 2679																	
C- 5	C-57 22/30 185-S	2681 to 2693	200	3000	4050	4350	5050	4000	1150	2450	1200	2900	2200	2350	1750	3050	2700	1300	4100
C- 5	C-57 22/30 180	2624 to 2679																	
C- 5	C-57 22/30 178	2680 to 2693																	
C- 2	C-57 22/34 180-S	2600 to 2611	190	3200	4300	4650	5400	4150	1200	2600	1250	3050	2300	2450	1750	3250	2900	1350	4400
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3450	3700	4300	3400	970	2100	1000	2450	1850	2000	1500	2600	2300	1100	3500
TW- 8	TW-54 21/32 161-S	2914 to 2923	190	2850	3850	4200	4850	3750	1050	2300	1100	2700	2050	2200	1550	2900	2600	1200	3950
TW- 4	TW-56 20/30 114	2926	160	1900	2600	2850	3300	2600	710	1550	730	1850	1400	1500	1100	1950	1750	800	2650
TW- 4	TW-56 20/30 120	2930, 2931																	
TW- 4	TW-56 20/30 122	2927, 2929																	
TW- 3	TW-50 20/26 120	2932 to 2945	170	2050	2750	3000	3450	2700	760	1650	780	1950	1450	1600	1150	2050	1850	860	2800
TW- 2	TW-50 20/26 118	2947 to 2952																	
TW- 6	TW-50 20/26 111	2957	160	1900	2600	2800	3250	2550	710	1550	730	1850	1350	1500	1100	1950	1700	800	2650
Mk-2, 4	MK-57 23¾/30 206-S	3200 to 3240	210	3800	5150	5600	6500	5100	1400	3100	1450	3700	2750	3000	2200	3900	3450	1600	5250
Mk-2, 4	MK-57 23¾/30 222-SF																		
F- 1	F-63 27½/32 273-S	3611 to 3652	200	4850	6550	7100	8250	6400	1850	3950	1900	4650	3500	3800	2800	4950	4400	2100	6650
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768																	
AC-1, 2, 3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	6700	9050	9750	11350	8950	2600	5550	2700	6550	4900	5300	3950	6850	6100	2950	9200
AC- 4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	....	....	....				....	....	....	....	....	....	8950	8000	3850	12000
AC- 5	AC-63 $\frac{24-24}{32}$ 483-SF																		
AC- 6	AC-63 $\frac{24-24}{32}$ 517-SF	4126 to 4150	250	....	....						....	....	....	....	....	9500	8500	4100	12800
AM- 2	AM-63 $\frac{22-22}{28}$ 320-SF	4200, 4205, 4209	210	5150	6950	7550	8750	7000	1950	4300	2050	5050	3800	4100	3100	5250	4700	2200	7100
MT-1, 3, 4, 5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	4400	5950	6450	7550	6000	1650	3650	1700	4350	3250	3500	2650	4450	3950	1850	6050
GS- 1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	4650	6350	6900	8000	6500	1750	3950	1800	4700	3500	3800	2850	4750	4200	1950	6450
SP- 1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5015	225	6500	8800	9500	11050	8700	2500	5400	2600	6350	4750	5150	3850	6650	5900	2850	8950
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF	5016 to 5048																	
Allowance for Empty and Underloaded Cars.	Less than 40 Ms			6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms			3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS “E”—Eight-Wheelers
“T”—Ten-wheelers
“M”—Moguls
“Mk”—Mikado

“C”—Consolidation
“TW”—Twelve-wheelers
“A”—Atlantic Type
“F”—Two-ten-two Type

“P”—Pacific Type
“AC”—Articulated Consolidation
“AM”—Articulated Mogul
“MT”—Mountain Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—$\frac{22}{30}$—187.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene Yard	Eugene Yard to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Whiteson to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro	Albany to Yaqu ina	Yaquina to Albany	Shelburn to Detroit	Albany to Lebanon	Lebanon to Albany
T-57 18/24 81 to 94	2161, 2171, 2172	1250	1000	1200	1600	1250	650	1470	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500	850	590	800	1780	1880
T-57 18/24 99	2174																									
T-63 20/26 112	2239 to 2271	1500	1400	1590	2250	1500	880	1590	....	840	2000	....	....	1750	610	400	F	1750	900	1100	F	....	....	....	....	....
TW-50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	....	1000	2400	....	1700	2000	700	500	F	2700	1250	1250	F	1500	890	....	2670	2820
TW-56 20/30 114 to 122	2926 to 2931																									
TW-54 22/26 147	2900 to 2913	2400	2290	2575	3220	......	....	....	....	....	....	....	2000	2280	950	570	2850	2900	1300	1620	2850	....	....	....	3380	3570
TW-54 21/32 161	2914 to 2923, Super																									
C-57 22/30 192S to 200S	2513 to 2599, 2698 to 2860	3100	2520	2970	3960	3100	1470	3630	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710	....	....	....	....	....

CLASSIFICATION	ENGINE NUMBERS	Eugene to Sailor Rainrock to Marshfield Marshfield to Rainrock Sailor to Eugene	Sailor to Flagg Rainrock to Vaughn	Vaughn to Sailor Flagg to Rainrock	Marshfield to Myrtle Point	Myrtle Point to Marshfield	Myrtle Point to Powers	Powers to Myrtle Point	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem
T-57 18/24 83 to 92	2161, 2171, 2172	2450	1800	5500	490	600	....	....	1280	1280	600	1200	1880	850	1680	1850	2050	1280	....	....	....	....	....	....	....
T-57 18/24 99	2174																								
T-63 20/26 112	2239 to 2271	3100	2300	5500	720	870	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
TW-50 20/26 111 to 120	2932 to 2957	3500	2650	6000	730	890	890	1800	....	....	....	....	....	....	....	....	....	....	....	1200	2500	580	1800	4000	1650
TW-56 20/30 114 to 122	2926 to 2931																								
TW-54 22/26 147	2900 to 2913	4650	3450	8000	1000	1200	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
TW-54 21/32 161S	2914 to 2923, Super	5200	3900	8000	1100	1300	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
C-57 22/30 192S to 200S	2513 to 2599, 2698 to 2860	6050	4500	8000	1300	1550	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "MK"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\frac{22}{30}\text{187}$

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.
Medford	Dr. J. C. Hayes	District Surgeon.
Medford	Edwin R. Durno	Associate District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	Dr. W. A. Moser	Assistant District Surgeon.
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. E. V. Hoover	District Surgeon.
Sutherlin	Dr. I. A. Dunlap	Emergency Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	District Surgeon.
Drain	Dr. Bertha L. Devore	Emergency Surgeon.
Cottage Grove	Dr. B. R. Job	Assistant District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. Milton V. Walker	Assoc. Dist. Physician and Surgeon
Oakridge	Dr. Grant J. Gray	District Surgeon.
Oakridge	Dr. Joe B. Davis	District Surgeon.
Westfir	Dr. Joe B. Davis	District Surgeon
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. B. Neal	Division Surgeon.
Eugene	Dr. Geo. P. Winchell	Associate District Surgeon.
Eugene	Dr. P. J. Bartle	Associate District Surgeon.
Eugene	Dr. Merle G. Howard	Associate Surgeon.
Eugene	Dr. A. H. Norton	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Junction City	Dr. R. S. Rogers	Dist. Physician and Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.
Albany	Dr. G. E. Fortmiller	Assistant District Surgeon.
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. Julius H. Garnjobst	District Surgeon.
Salem	Dr. E. S. Fortner	Assistant District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. W. W. Baum	Assistant Oculist and Aurist.
Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.
Gervais	Dr. Bruce L. Titus	Emergency Surgeon.
Woodburn	Dr. E. S. Donelly	District Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. Edwin Hendry	Dist. Physician and Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon.
East Portland	Dr. Geo. H. Buck	District Surgeon.
East Portland (Woodstock Dist.)	Dr. Joseph R. Mizner	District Surgeon
Portland	Dr. A. L. Berkley	Division Surgeon.
Portland	Dr. E. M. Anderson	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. A. J. Browning	Associate Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon
Reedsport	Dr. J. C. Eastland	District Surgeon.
Florence	Dr. Geo. P. Edwards	Emergency Surgeon.
North Bend	Dr. Russell Keizer	District Surgeon.
North Bend	Dr. Dean P. Crowell	Assistant District Surgeon.
Marshfield	Dr. E. Mingus	District Surgeon.
Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Marshfield	Dr. O. K. Wolf	Oculist and Aurist.
Coquille	Dr. James Richmond	District Surgeon.
Myrtle Point	Dr. R. Harrison Mast	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Aumsville	Dr. Chas. Brewer	Emergency Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.
Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Brownsville	Dr. F. A. Paden	District Surgeon.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Mill City	Dr. W. W. Allen	District Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. C. A. Bump	Emergency Surgeon.
Newberg	Dr. T. W. Hester	Emergency Surgeon.
Beaverton	Dr. C. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. J. B. Dinsmore	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
McMinnville	Dr. E. H. Barendrick	District Surgeon.
Independence	Dr. Geo. C. Knott	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. R. C. Field	District Surgeon.
Willamina	Dr. Roland Allen	Emergency Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Dallas	Dr. W. L. Pemberton	Assistant District Surgeon.
Falls City	Dr. C. P. Horn	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Tillamook	Dr. Max R. Charlton	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

Main Lines

Ashland to Portland	S. P. Co.	339.77		
	O.-W. R. R. & N. Co.	.06		
	N. P. T. Co.	.26	340.09	
Natron to M. P. 527 Crescent Lake	C. P. Ry.		86.84	
Springfield Junction to Natron	S. P. Co.		7.05	
Total Main Line				433.98

Branches

Alpine	S. P. Co.	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co.	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co.	Eugene to Myrtle Point	147.75		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co.	Salem to Wye		28.35	
Geer	S. P. Co.	Salem to Geer		6.81	
Mill City	S. P. Co.	Shelburn to Idanha		45.68	
Milwaukie	S. P. Co.	Wilsonia to Willsburg Jct.		3.06	
Molalla	S. P. Co.	Canby to Molalla		10.46	
Newberg	S. P. Co.	St. Joseph to Portland		36.71	
Perrydale	S. P. Co.	Broadmead to Perrydale		2.52	
Tallman	S. P. Co.	Page to Tallman		7.69	
Tillamook	S. P. Co.	Hillsboro to Tillamook		91.31	
Wendling	S. P. Co.	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co.	Cheshire to Cook via Beaverton		118.77	
Willamina	S. P. Co.	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield		92.94	
Yaquina	S. P. Co.	Albany to Yaquina		82.02	
Total Branches					739.45
Total Portland Division					1173.43

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Roseburg
Drain
Eugene
Oakridge
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland
(Yardmen's Hdqtrs.)
(East 1st & Oak Sts.)
Timber
Willamina
Corvallis

DIVISION HOSPITALS

Good Samaritan, St. Vincent's — Portland, Ore.

TRAINMASTERS

E. STROUD .... Portland, Ore.
G. H. KILBORN .... Eugene Yard, Ore.
J. M. TREFREN .... Roseburg, Ore.

ROAD FOREMAN OF ENGINES

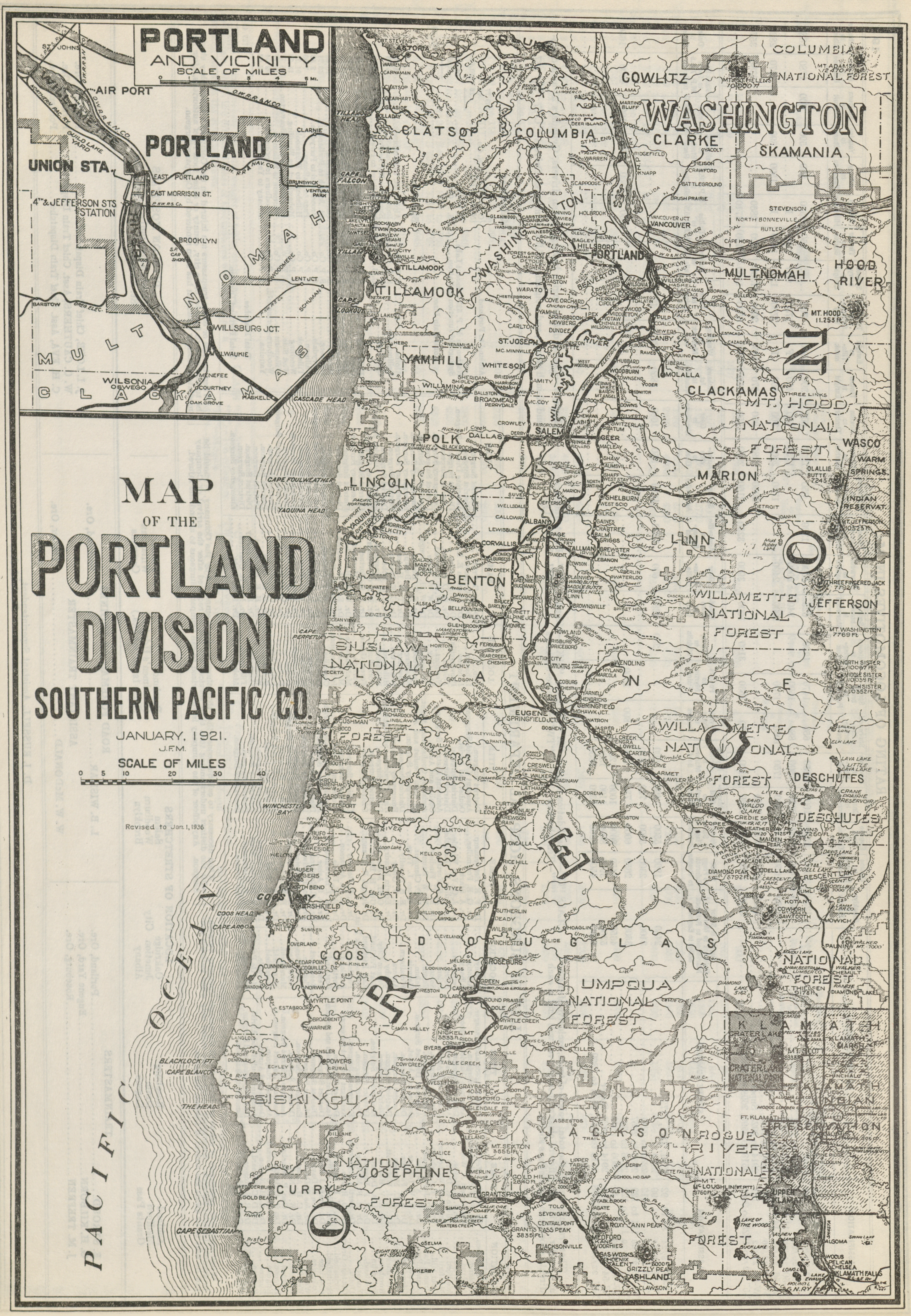
L. B. WISHAR .... Portland, Ore.

ASSISTANT TRAINMASTER

W. W. McDONALD .... Timber, Ore.

J. I. LOVE, Chief Train Dispatcher .... Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher .... Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher .... Portland, Ore.

D. J. RUSSELL, Assistant Superintendent,
Portland, Ore.



MAP OF THE PORTLAND DIVISION
SOUTHERN PACIFIC CO.

JANUARY, 1921.

J.F.M.

SCALE OF MILES

Revised to Jan. 1, 1936

PORTLAND AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
AIR PORT
PORTLAND
UNION STA.
4TH & JEFFERSON STS STATION
EAST PORTLAND
EAST MORRISON ST.
BROOKLYN
WILLSBURG JCT.
MILWAUKIE
WILSONIA
OSWEGO
OAK GROVE
MULTNOMAH
CLACKAMAS
WILLAMETTE RIVER
0 5 10 20 30 40
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS 12,470 FT.
MT. ST. HELENS 10,000 FT.
VANCOUVER
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
MARION
LINN
CLACKAMAS
MULTNOMAH
HOOD RIVER
MT. HOOD 11,253 FT.
MT. HOOD NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
MT. JEFFERSON 10,523 FT.
JEFFERSON
WILLAMETTE NATIONAL FOREST
SIUSLAW NATIONAL FOREST
LANE
DESCHUTES
DOUGLAS
COOS
UMPQUA NATIONAL FOREST
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
ROGUE RIVER NATIONAL FOREST
JACKSON
JOSEPHINE
CURRY
SISKIYOU NATIONAL FOREST
OREGON
PACIFIC OCEAN
ASTORIA
SALEM
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
ROSEBURG
MARSHFIELD
COOS BAY
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
CAPE FALCON
CAPE LOOKOUT
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
WINCHESTER BAY
COOS HEAD
CAPE ARAGO
BLACKLOCK PT.
CAPE BLANCO
THE HEADS
CAPE SEBASTIAN